

MOTOR RACING

Vol. 3—No. 2

(Published Bi-weekly)
except last issue of calendar year

Los Angeles, Calif. 15c ©

Nov. 1-8, 1957

SHELBY, O'SHEA ENTERED:

PALM SPRINGS RACES NEXT



CARROLL SHELBY
4.5 Maserati



BILL LOVE
AC Bristol



BOB DRAKE
4.9 Ferrari

America's sports car eyes turn to Palm Springs this weekend, Nov. 2-3, when the Los Angeles Region of the Sports Car Club of America stages a National race program at the famed desert resort airport course.

The two big Nationally-known name drivers are Carroll Shelby, Dallas, driving John Edgar's 4.5 Maserati, and Paul O'Shea, Port Chester, N. Y., piloting George Tilp's Mercedes-Benz 300SL.

Each is a kingpin in his class.

Other top names include John von Neumann, 2.5-liter Ferrari Testa Rossa; Jack McAfee, Porsche RS Spyder; Bob Drake, 4.9 Ferrari; Richie Ginther, 4.9 Ferrari; Bill Love, AC Bristol; Pete Lovely, 2.0 Ferrari; Paul Pigott, Lotus 1500; Don Dickey, Porsche Carrera; Gordon Crowder, AC Bristol; Lew Bracker, Porsche Carrera.

Two other Nationals follow on successive weekends—at Laguna Seca, near Monterey, and Riverside Intl. Raceway.

Complete schedule of events follows:

PALM SPRINGS NATIONAL CHAMPIONSHIP ROAD RACES

Sports Car Club of America, Inc., Los Angeles Region
RACE CIRCUIT: Approximately 2.9-mile concrete and asphalt airport course, located immediately east of Palm Springs. Longest straight 4200 feet.

PROGRAM OF EVENTS

Saturday, November 2

7:00 A.M. to 9:00 A.M.—Registration and Safety Inspection, Palm Springs Baseball Park, Ramon Road and Sunrise Way, BY ADVANCE WRITTEN APPOINTMENT ONLY.

9:30 A.M.—Compulsory Drivers' Meeting for ALL contestants.

PRACTICE: 10:00 A.M. to 10:30 A.M.—Sports and Production Sports under 1600cc.; 10:40 A.M. to 11:10 A.M.—Sports and Production Sports over 1600cc.; 11:20 A.M. to 11:50 A.M.—Entrants in Ladies' race, Production Sedans and Formula III; 12:00 noon to 12:20 P.M.—Sports and Production Sports under 1600cc.; 12:30 P.M. to 12:50 P.M.—Sports and Production Sports over 1600cc.

1:00 P.M.—Five-lap qualifying races for starting positions in Sunday's events: Race 1—Production Sedans under 1600cc.; Race 2—Production Sports under 1600cc.; Race 3—Formula III; Race 4—Ladies' Race; Race 5—Sports under 1500cc.; Race 6—Production Sports over 1600cc.; Race 7—Sports over 1500cc.

8:00 P.M.—DINNER DANCE AT DESERT INN.
Sunday, November 3

11:00 A.M.—Race 1—5 laps—Production Sedans under 1600cc, plus Formula III; Race 2—15 laps—Production Sports under 1600; Race 3—10 laps—Ladies' Race—Production Sports under and over 1600cc.; Sports; under and over 1500cc.; Race 4—3 laps—Special Veteran Car Match Race; Race 5—30 laps—Sports under 1500cc.; Race 6—15 laps—Production Sports over 1600.; Race 7—30 laps—Sports over 1500cc.

Tuesday, November 5

7:30 P.M.—Victory Dinner and Presentation of Awards. Location in Los Angeles area will be announced in acknowledgement letter to entrants.
Race Headquarters—Desert Inn, Ambassador.



PAUL O'SHEA
Mercedes-Benz 300SL



JOHN VON NEUMANN
2.5 Ferrari Testa Rossa



JACK McAFEE
Porsche RS Spyder



—MOTORACING Photo
JOHN VON NEUMANN receives trophy from lovely Jan Harrison for his victory at San Diego SCCA races. In center is Eleanor von Neumann.

Yanks Agog Over Acapulco Rallye; Worth \$24,000 (U.S.)!

MEXICO CITY, Oct. 29 — Interest is running higher than anticipated among Americans for the First Acapulco National Mexican Rallye, particularly those from California and Arizona, officials announced here today. * Prize money totals \$24,000 (US), with \$8000 for first, \$4000 for second, \$2400 for third and \$1600 for fourth topping the list. Entrants may carry advertise-

ments on their machines, officials said.

A special booklet printed in English giving entire information is available by writing to: Miguel Schultz, 140 Edificio A.N.A., Mexico, D.F. Rallye dates are Nov. 30-Dec. 1, and the start will be given simultaneously in the six cities where routes begin, at 3 p.m.

Starting points include Mexico City, Puebla, Leon, Guadalajara, Monterrey and Torreon.

DAIGH, WOODS BANNED FOR ONE YEAR

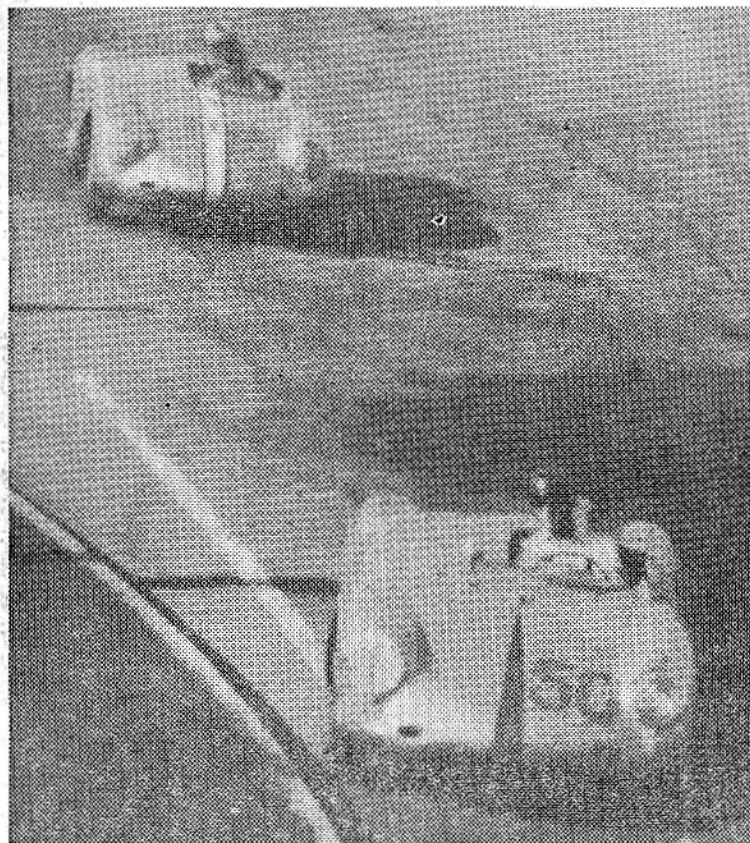
Two noted sports car drivers last week came under a one-year ban for recent participation in pro races.

They are Chuck Daigh, Long Beach, familiar figure and winner behind the wheel of the Troutman-Barnes Special, and Pearce (Pete) Woods, La Habra, who has been piloting Ronnie Milosevich's D-Jaguar.

Lindley Bothwell, regional executive of the L. A. Region of SCCA, said National headquarters announced they were ineligible after USAC had confirmed that Woods competed in the Pike's Peak Hillclimb last July, and Daigh raced in a USAC race at Milwaukee.

The "taint" also will cost them a year of competition in Cal Club races, it is reported. Neither raced at Pomona last week-end.

This is the second penalty for Woods. He was out of "amateur" action for a year after racing in a Triple-R meet in Northern Calif.



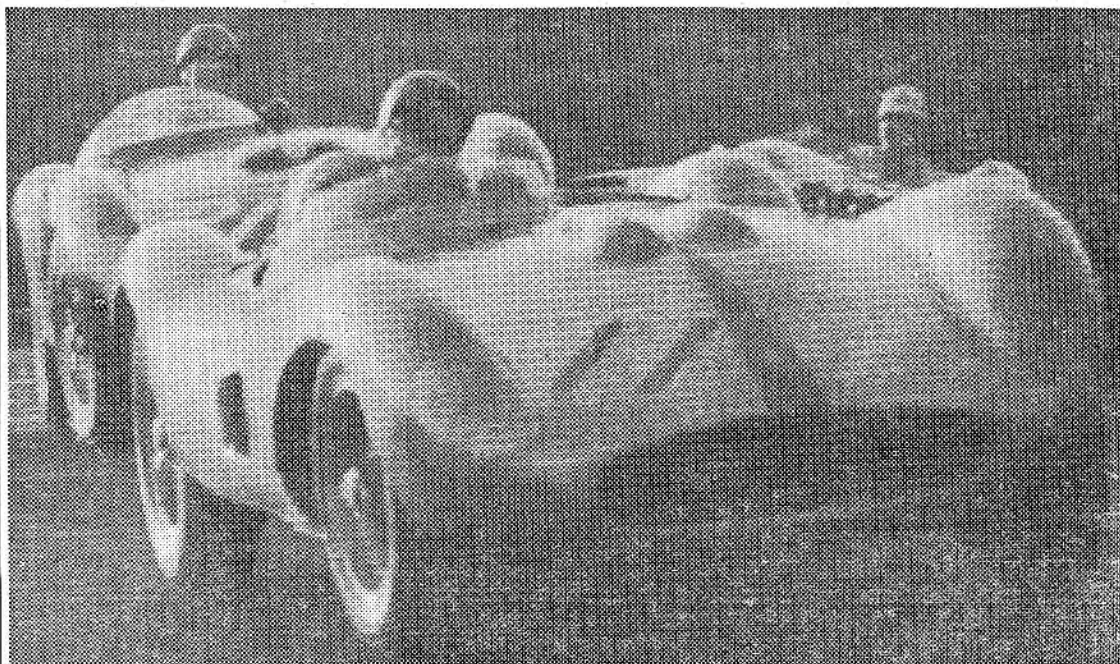
—MOTORACING Photo
KEN MILES heads into the underpass leading to turn 3 at Pomona races, held last week-end at L.A. County Fairgrounds 2-mile course. He is followed by Jean Pierre Kunstle, who finished 2nd, 1m13s behind. Both drove Porsche RS Spyders.

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—MOTORACING photo
ROARING AROUND turn 3 on his way to another win last Sunday at CSCC Pomona races is John von Neumann. Right on his tailpipe here is Richie Ginther. The winner drove a 2.5-liter Ferrari Testa Rossa. Richie piloted John's 2-liter Testa Rossa.

VON NEUMANN SCORES AT SAN DIEGO AND POMONA

By GUS V. VIGNOLLE

Motoracing Staff Correspondent

Six starts in three of October's four week-ends—and six smashing victories!

Such is the highly-impressive record posted by Johnny von Neumann, the Porsche-Volkswagen distributor, and his 2.5-liter Ferrari—"the best racing car I ever drove."

Most recent brace of wins came last week-end at the 5th running of the CSCC Pomona road races at the Los Angeles County Fairgrounds' 2-mile course.

On Oct. 5-6 it was at Sacramento, two weeks later at San Diego, and then at Pomona. It is getting rather monotonous.

This one was a smasher for the 35-year-old Viennese. Here's what he did:

1. Set the top average in five runnings at Pomona for the over-1500cc modifieds—85.6mph.

2. Moved up within two points of Richie Ginther for the lead in the 1957 Pacific Coast point standings.

3. His other 2-liter Ferrari Testa Rossa, driven by Ginther, took second both days.

4. His Porsche RS Spyder pilot, Ken Miles, the big leader in the under-1500 standings, took second on Saturday and first on Sunday.

MILES KEPT OUT

As a matter of fact, Miles, by virtue of his win in the under-1500, qualified for the big-bore, (Continued on Page 7, Cols. 4-5)

SAN DIEGO, Oct. 20—It was a repeat here today under leaden skies of what happened two weeks ago at Sacramento—Johnny von Neumann, of Sherman Oaks, Calif., first in the fantastic 2.5-liter Ferrari Testa Rossa.

The car was ideally suited for this 1.85-mile course at Hourglass Field, Miramar Naval Air Station, one of the safest road circuits in either hemisphere.

Johnny's other Testa Rossa, a 2-liter machine, driven by Richie Ginther, Santa Monica, Calif., took second, 13.9 seconds back, in the feature for over-1500cc modifieds that was cut about 12 minutes at 29 laps so that the finish would be included in a 1½-hour live telecast.

Then came Jack McAfee, Porsche RS Spyder; Bill Love, production Bristol; and Jim Hall, 2-liter Maserati.

Von Neumann, who lapped everybody except Ginther and McAfee, led every bit of the way around the tight 8-turn course and averaged 66mph, a figure this observer is inclined to dispute in view of lap times and (Continued on Page 6, Col. 5)

Sam Hanks Day at Riverside

Sam Hanks, Pacific Palisades, Calif., 1957 Indianapolis 500 winner, competes in the last day of his long career as a pilot Sunday, Dec. 1, at the new Riverside International Motor Raceway.

He will be vying against a crack field on "Sam Hanks Day" in a 250-mile USAC National stock car race.

HUGE CONCOURS FOR S. F. SHOW

SAN FRANCISCO, Oct. 29 — What is billed as America's largest concours d'elegance is slated at the San Francisco Cow Palace in connection with the annual SF International Auto Show Nov. 29 thru Dec. 8. Concours date is Saturday, Nov. 30 on the concrete apron fronting the Cow Palace.

RECORD-BREAKING AVERAGE SPEEDS SET AT POMONA RACES

Winning averages for the over- and under-1500cc modified features held at five Pomona runnings are as follows:

Date	Over-1500	Under-1500
June 1956	Bill Murphy (Buick Kurtis)	81.4 R. Ginther (Por Spy)
Oct. 1956	Bob Drake (Aston Martin)	80.9 H. Wheeler (OSCA)
Jan. 1957	Eric Hauser (Bal. Buick)	70.4 Ken Miles (Por Spy)
July 1957	John von Neumann (2.5 Ferr.)	84.1 Ken Miles (Por Spy)
Oct. 1957	John von Neumann (2.5 Ferr.)	85.6 Ken Miles (Por Spy)

RUTTMAN STOCK CAR RACE VICTOR

ATLANTA, Ga., Oct. 27—Tooling a 1957 Ford, Troy Ruttmann, Lynwood, Calif., won the third annual Blue-Gray classic for late-model stock cars at Lakewood Speedway here today. Drivers Les Snow, Bloomington, Ind., and Joe Till, Chicago, were hospitalized while Roz Howard, Macon, Ga., also was injured

Here's the Latest on Re-caps

With certain reservations, re-caps are now approved for races staged by the Sports Car Club of America, according to John Bishop of the SCCA's National Contest Board.

Reservations are as follows:

1. Re-caps not approved for cars capable of exceeding 110mph.
2. Carcasses must be one of the following approved racing types: Continental Racing tire, Englebert Racing tire, Dunlop Road Speed and Racing, Pirelli Sport and Super Sport, Firestone Super Sport and Nylon "500," Michelin X, U. S. Royal XP140, Goodyear Blue Streak and Road Racing.

Levy, McCluggage, Rodriguez' in S.A.

Ruth Levy, capable distaff pilot from Brentwood, flew to New York early this week en route to the Grand Prix of Venezuela slated Sunday, Nov. 3, in Caracas.

Ruth was to meet Denise McCluggage, the East's counterpart, in New York, and the pair was to plane to South America together. They'll co-drive Denise's Porsche RS Spyder. Tooling the same marque will be Ricardo and Pedro Rodriguez, Mexican youths who've stunned the racing world with their recent feats.



• Racing Pow-Wow

By Maury Powell

REVENTLOW BACKS 3-CAR
U. S. TEAM vs. EUROPEANS

SCORCHIEST JAZZ in sports car engineering circles is talk of Lance Reventlow's project in financing the building of three "all-American" machines he hopes will conquer Europe's finest.

At work are **Chuck Daigh**, red-haired speed ace who's roared to many feature victories in West Coast competition, and **Tom Barnes** and **Dick Troutman**, creators of the famed Ford-powered T-B Special in which Daigh has fairly consistently knocked off Ferraris, Masers, D-Jags and other snootier imports.

It is said Lance has budgeted \$25,000 for each of the three chargers, slated to be powered with 2½-liter Chevrolet mills. The team is hard at work designing suspensions and other components.

★
What's this rumble about the owner of the famed "Iron Horse" refusing to return a \$500 deposit given him by a potential buyer, who later changed his mind? 'Tis said Rudy is willing to forfeit a bill, but is seething over loss of the whole 500 shimplasters.

Hornburg, Warren in Londontown

Fritz Warren, ye Lodge spark plug chief, is in London, as is **Charles Hornburg**, the Jaguar-Facel Vega distributor... **Bill Dantzsch**, one-time pro midget pilot more recently found at the wheel of **Paul Bernhardt's** Triumph, is set to publish a "Sports Car Bible" directory covering Southern California... **Mary Davis** reminds us that the Grand Prix hosts the L. A. Division of Madison Ave. Sports Car Marching & Chowder Society second Tuesday every month... Also, GP now features racing movies every Tuesday, Thursday and Saturday, and **Bob Drake** when he doesn't have the bends.

Get set for some cool tech talk as perpetrated by **Tom Heininger** and **Bob Hughes** of Webco, who are mighty proud of their new valve spring kits—"Unique construction of our valve springs allows extremely low valve seat tension that spares valves and seats, yet pressure multiplies as the cam lobe compresses the spring."

Yeh, but what about the knuten-valve?

Anyhoo, they've received loads of compliments, including one from a Porsche pusher who had 99 44/100% pure trouble (it floats) at 5500rpm, but now revs up to 8G reliably.

JOA Plans Huge Xmas Benefit Dec. 13

Jack Parkhouse is cooking up a big Xmas wing-ding for the Jag Owners' Assn. to benefit 100-150 youngsters from the Variety Boys' Club in East L. A., Dec. 13, and urges all sports car enthusiasts to donate prizes, etc. The JOA recently hosted 55 lads at a screening of "The Devil's Hairpin." Incidentally, Parky's vast operation at 2nd and La Brea is also indicative of our booming imported car market.

★
Dave Forman is all aglow over the Berkeleys he'll be getting in ere long for Southland distribution... The sleek two-seater is powered by a twin-cylinder 328cc Excelsior mill and will do about 65mph... It's built of fiberglass plus light alloy reinforcing at stress points, weighing but 700 lbs. and boasting keen acceleration along with 70-miles-per-gallon economy.

Initial dealer interest is keen, says Dave. Although expecting less than a dozen before year's end, he says production will be kicked up considerably and loads will be coming through by Spring.

Riverside's Tricky Turn 6 De-Horned

Steve Mason, Riverside Raceway exec., says turn 6 is being de-horned somewhat by being widened and a guard rail installed. Some 50% of the track's parking lot is being paved. With continued improvements, Riverside looms as the nation's No. 1 speed plant for everything from drags to Grand Prix events.

Speaking of drags, Riverside offers the West's only half-mile strip instead of the usual quarter, much better for sports cars. **Bud Coons**, recently prexy of the National Hot Rod Association, is running this every-Sunday-except-when-there's-a-track-race operation and features dual-lane Chrondek timing.

Track events remaining this year are the SCCA National Nov. 16-17 and a 250-mile USAC late-model stocker Dec. 1. In the latter, cars will run counter-clockwise, Mason pointed out.

MILES, VON NEUMANN PART COMPANY

Ken Miles, foremost under-1500cc sports car pilot, and **John von Neumann** of Competition Motors last week parted company.

Miles was practically unbeatable behind the wheel of von Neumann's Porsche Spyders since joining Competition Motors early in January, 1956, as "field representative."

Asked if Miles would continue to drive the marque, von Neumann said he had made no commitments for the Porsches. "We just go from race to race," he said.

Miles raced for von Neumann last week at Pomona, losing on Saturday to Jean Pierre Kunstle, but winning handily on Sunday.

Von Neumann said there was nothing to rumors Chuck Daigh would drive for him in the upcoming three National SCCA races. He is not entering the Porsche. (Editor's Note—This was before Daigh was banned for racing in a pro event.)

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LETTERS to the Editor

ROLL BARS A 'MUST'

Re Rod Bowers' letter to Motoracing, 10/18-25/57:

Two-and-a-half cheers for Mr. Bowers for his sensible approach to the safety argument. He is, of course, quite correct when he states that the driver constitutes the most important safety factor of all. This is, however, the very crux of the dispute, and warrants, I feel, some further discussion. The anti-roll bar faction is comprised of a great many idiots and a few intelligent, honest men. Were it not for their number, the idiots would require no concern; their arguments are lacunose, specious, and appalling. Judging from a personal consensus, I can say with fair accuracy that they have two primary objections to roll bars: 1. The damn things are ugly and harm the re-sale value of the car; and 2. They're for sissies and pansies and are bound to drain the excitement from the sport. The reasons given by the latter group, on the other hand, are seductively convincing. But, they are equally specious. "Give a driver a roll bar," they say, "and he will automatically become a bad driver, because he will feel invulnerable to injury. He will no longer think of safety and accordingly will go beyond his limitations. In time the sport will be reduced to a jolopy circus."

Well, if the premise were true, this might be a reasonable point. The premise, fortunately, is not true. I have observed drivers with roll bars very carefully, and have found no evidence whatever in support of the claim. The proportion of wild-hairs to balloon-foots (or balloon-feet) is approximately the same as in the non-r.b. contingent. And from this my own conclusion is that the addition of a roll bar does, in fact, not instill in a driver any so-called sense of invulnerability. A further conclusion is that the only appreciable change roll bars will make in the sport is that more people will be induced to race and will do so in greater safety than before.

The view (held, oddly enough by those who oppose roll bars) that this added protection will virtually eliminate the element of danger in sports car racing, is obviously fallacious. The only sure way to eliminate all danger is not to get out on the track in the first place. Injuries and fatalities will still occur, and there will always be a calculated risk involved—but that risk ought to be calculable. As things are, it is not.

If, as with bull fighting, Death were the whole show, the raison d'être of sports car racing, then patently this talk of safety would be absurd. One doesn't suggest that matadors should all cover their groins with armor plating and be equipped, in case of emergency, with a .45 revolver. It is my impression, however, that death could be dispensed with entirely in our sport without serious harm. It can't be dispensed with, of course; but it can be, by God, minimized.

Mr. Bowers' idea of safety lectures and films is brilliant, and should be considered with great seriousness by all clubs. I have no doubt that the move would prevent a great number of accidents, both major and minor. Orientation of this sort could be the most important step of all in the safety campaign, and I'm for it one hundred percent; but—only as an adjunct to the other methods. That it is the "smart" drivers as well as the yo-yos who get into trouble may be seen by a casual survey of our incident record. When a driver gets killed, the others, in order to justify their decisions to go on racing, invariably say: "Sure, well, it was bound to happen to him soon or later. He was getting real hairy. His mental attitude was wrong." Etc. Before Ernie McAfee was killed, he was referred to by almost everyone as the epitome of calm, cool, professional driving. While more famous pilots were doing der-vishes behind him, Ernie was coolly, calmly, professionally winning events. I recall one meeting where he made two internationally known figures look like amateurs in their futile efforts to catch up. At two other meetings he had bad days and was almost as ragged as those who later said "Ernie was a wild man! Anybody who drives

American Mille Miglia:

1000-MILE U.S. RALLYE DESCRIBED AS TERRIFIC

By SCOTT D. HARVEY

Special to Motoracing

DEARBORN, Mich.—Known as the "Lake Michigan Mille Miglia," it's sponsored each year by the SCCA Chicago and goes all the way around Lake Michigan. This year the 4th annual event started in Waukegan, about 42 miles north of Chicago and covered 1002.65 miles.

The first leg ran through Chicago and south along Lake Shore Dr. in a driving rainstorm at the height of Saturday morning traffic. The average speed for this first leg was 42.86mph. We lost two of our 92 starters before reaching the Indiana turnpike southeast of Chicago. On entering the turnpike, most of us were about 20 minutes behind schedule and after traveling for about a half hour at speed to make up time, it was difficult to back off and run on schedule—and anyway, "they wouldn't have a checkpoint on the turnpike." Nearly everyone was heavily penalized for early arrival at the checkpoint on the turnpike.

We left the turnpike near South Bend, Ind., and headed north along narrow rain slickened macadam and gravel roads. The average speed for this leg was

only 45.53mph, but the roads were winding and passed over many one-way bridges and through several blind underpasses reminiscent of those seen in European rallye movies. We had another checkpoint about half way up the state of Michigan and almost everyone was "right on."

EARLY ARRIVAL

On the third leg no penalties were made for early arrival. This leg was about 200 miles long and ended near the Straits of Mackinac across which a ferry runs every hour on the hour. On previous rallies people have lost many points by being just a minute or so late to catch the ferry. We had suspected the checkpoint was south of the Straits and those arriving on time and without immediate transportation across the Straits would be out of luck.

This leg runs through a stretch known affectionately by Michigan Mille Miglia veterans as "Nightmare Alley." This "Alley" consists of a winding one-and-one-half lane macadam road with many switchbacks and right angle curves through a dense forest, and then a narrow gravel road through aptly named "Wilderness State Park." This (Continued on Page 9, Cols. 1-2)

like that has got to get it sooner or later!" But the truth is that by and large Ernie McAfee was a first-rate pilot who made a mistake. The same is true of John Lawrence. In both instances, the application of common sense could have saved these men. Phil Hill, who has seen a bit of the world, once remarked that Pebble Beach was one of the two or three most dangerous (not challenging; dangerous) courses in existence. In Europe, drivers are paid to court death, paid highly, and because they are professionals, they have time to evaluate—and the right to evaluate—their chances.

In America, the sport is amateur. It is not particularly popular, and can sustain mortal wounds from bird watching societies and church sextons. Therefore, because of our amateur status, we are not in a position to scoff at danger. No driver and no offi-

cial can afford to pooh-pooh any safety device so long as we are not engaged in the sport on a purely professional basis!

Thus it can be seen that, because smart drivers do go on their heads occasionally, driver training and safety instruction will not suffice. We must have roll bars and we must have track officials who have sense enough not to allow such turns as turn No. 6 at Riverside for pro events. People crowded that particular area because they knew, at once, that something bad would happen; and it did.

For Mr. Bowers' edification, Mr. Leonard Pruyn is a driver, has competed in numerous events, has fast, has collected trophies, and has never so much as scratched his car. However, one does not have to die in order to write about death.

Charles Beaumont
North Hollywood, Calif.

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Vignettes

By Gus V. Vignolle

NO DILLY-DALLYING WHEN GEO. CARY KEEPS SCORE

THOUGHTS WHILE wondering when this insane whirl will let up —That San Diego race week-end was a smasher. When **George Cary** is wearing the brass knucks, you can always count on the tedium of daily existence being broken. And it was at the La Jolla Hotel race headquarters, where **Bob Harrington**, the asst. mgr., went out of his way to make the race crowd feel right at home . . . Lottie-da-da.



—MOTORACING Photo

ED BOUGHTON Panties Were a Gift

It was additionally pleasant because of the presence of two affable Mexican pilots and race execs with whom we kicked over the traces at Avandaro, Mexico City and Torreon. They were **Jorge Rosado**, editor of *Velocidad*, leading Mexico speed publication and **Fred Van Beuren**, noted driver and the chap they turn to whenever any technical racing questions come up.

Also on hand from Lima, Peru, was **Eduardo Dibos**, president of the Automovil Club Peruano, who is beating the bongos for a

big race down in Lima, Dec. 15 . . . Ever thoughtful, the girls presented Race Chairman **Ed Boughton** with a victory flag in the form of some lace-trimmed panties. The award was for no spinouts while touring the Hourglass circuit as course marshal . . . The WSCC turned in a tremendous scoring job. The result sheets were excellent and turned out in jig time . . . And **Vi Jones'** lap charts were peerless.

Stoner and Rhode Start Training

Bon vivant **Dale Stoner** flew in from Palm Springs for the races. He has gone into serious training for this week-end. . . . **Frank Rhode** came down from Oakland a week in advance to begin drills. **Joe Playan** went along with him to guide the road work. . . . A cursory glance at the Palm Springs social calendar indicates that if you're not careful, you're liable to be umbrago from 7 p.m., Friday, Nov. 1, to 6 a.m., Monday, Nov. 4. It's that hectic.

Stork Dept.: It was a 7-lb. girl, **Mary Alice**, for **Lek and Velva von Kaesborg**. He's the San Berdo attorney and 300SL pilot. Original plans to name her **Susan Mercedes** fizzled . . . And up north in Sacramento, **Gordie Glycer** of the Union, the Healey pilot, was grateful to his **Gloria** for waiting until after the Sacto races to present him with a girl, **Betty Marie**. He reports the **Snivelys, Brandes** and **Roberts** were all very disappointed, however. **Gordie** adds: **Ruth Levy**, beware. Incidentally, **Gordie** was 100% right regarding his points in the Pacific Coast Racing Standings; but since then, other guys have moved up, dropping him out of the first 10.

The ouster of **Pete Woods** and **Chuck Daigh** from the alleged "amateur ranks" for taking part in pro action is downright absurd. If they'd start sacking all the guys who have accepted a meal, lodging, transportation to the races, etc., there'd be nobody left. As compadre **Bob Will** says, "The only true amateur owner-driver is the guy who steers an under-1300cc MG." . . . You should have seen the drivers we saw free-loading at Sebring. The deal was with all the trappings there. **Woods** is going to file a written protest with the SCCA. Bravo!

Sr. Moreno Tells of Mexican Rallye

Sr. Enrique Martin Moreno, director general of the \$24,000 (US) Mexican National rallye to Acapulco, Nov. 30-Dec. 1, points out that this event is the first of its kind to be celebrated on the American continent, and prizes offered are far better than those in the best-known European rallyes. **Sr. Moreno** adds that the rallye has been accepted by FIA at its last meeting held in Paris last month and will be included in the International calendar for 1958. Ole!

John Malone reports three of the latest Simcas will be entered in this blue-ribbon classic, with **Dick Flude** and some other top navigators due to participate . . . **Gordon Crowder** and **Dick Todd**, members of the Pomona Elks, hope they can induce the boys to soak a buck for races at the Fairgrounds, and maybe a bargain deal of \$1.75 for both days. Know where some guff would come on that? . . . The CSCC contract with the Fairgrounds and Elks calls for two more races in 1958. The SCCA may get in there.

Whatell ever happened to **Tony Parravano** and all those expensive machines I saw in his joint about a year ago? . . . **Jack McAfee** is due back from Stuttgart, Germany, where he went to see what gives as far as those Porsche RS Spyder parts are concerned. They just ain't, **Bolivar**, and a lot of guys are getting pretty %!&\$ hot about it. As **Stan Sugarman's** emissary, **Jack** also is probing the chances of some factory tie-in for the next Sebring enduro.

And Soon it Will Be Guadalajara

Bill Dantzcher says **Paul Bernhardt** fired him as a TR driver at the "behest of the factory" . . . Wait till you get all the details on the Guadalajara, Mexico, rallye and races to be held next Feb. 6-9. It's a bargain package deal that's tough to beat and most of the clan is all agog over the project. **Jorge Garibay**, president of the Auto Club Velocidad de Guadalajara A.C., was in town last week to tie up a lot of loose ends with **John Malone** and **Jorge Cary**, who are representing the Mexican club here . . . After racing at San Diego, **Jim Hall**, the personable young Texan, decided to leave his 2-liter Maserati here and then return for the three SCCA Nationals at Palm Springs, Laguna Seca and Riverside. He and **Carroll Shelby** flew to Italy last week, hustled right back for Palm Springs.

Just a little note in *MOTORACING* about the availability of the Valvoline racing films brought a query from **John Wallace**, of Huntsville, Ala. . . . And **Marion Weber** has just returned from a trip to Miami, Chicago and N.Y., where she connected with some sensational accessory goodies. She may soon open up some new spots . . . That carpet of green certainly has improved Riverside Raceway. The parking area has been paved and it appears that they've licked the dust problem. Three lusty huzzahs!

VON NEUMANN GAINS ON GINTHER IN COAST STANDINGS

By virtue of his double-wins at San Diego and Pomona last weekend, **John von Neumann** has moved up to within two points of leading **Richie Ginther** in the over-1500cc modified class of the 1957 Pacific Coast Racing Standings. The count is 77-75.

In other changes, **Bill Love** has supplanted **Bob Oker** in over-1500cc production, and **Lew Bracker** has passed **E. Forbes-Robinson** in the production under-1500cc.

Eighteen races are included—3 at Pomona, 2 at Paramount, Santa Barbara and San Diego, and 1 at Palm Springs, Stockton, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata, Riverside and Sacramento.

Points are awarded for both days of racing for the 1st 6 places on basis of 6-5-4-3-2-1.

MODIFIED OVER-1500cc	
1. Richie Ginther , Ferrari	77
2. John von Neumann , Ferrari	75
3. Chuck Daigh , Troutman-Barnes	51
4. Bob Drake , Ferrari	36
5. Pearce Woods , D-Jaguar	35
6. Eric Hauser , Balchowsky	34
7. Jerry Austin , D-Jaguar	26
8. Carroll Shelby , Maserati	25
9. Bill Murphy , Buick-Kurtis	21
10. Phil Hill , Ferrari	20

UNIFIED UNDER-1500cc	
1. Ken Miles , Porsche	106
2. Sam Weiss , Porsche	101
3. Bob Drake , Cooper	59
4. Jean Kuntze , Porsche	49
5. Jack McAfee , Porsche	47
6. Frank Monise , Lotus	45
7. Ignacio Lozano , Lotus	34
8. Joe Playan , Porsche	26
9. Bill Dixon , Siata	30
10. Perry Pervon , Nichols Panhard	21

PRODUCTION OVER-1500cc	
1. Bill Love , AC Bristol	70
2. Gordon Crowder , AC Bristol	64
3. Jack Bates , Corvette	60
4. Bob Oker , AC Bristol	57
5. George Spears , Porsche	44
6. Jim Parkinson , Austin-Healey	39
7. Jerry Austin , Corvette	37
8. Lek von Kaesborg , 300L	33
9. Bill Dixon , Siata	29
10. Ron Ellico , 300SL	29

PRODUCTION UNDER-1500cc	
1. Lew Bracker , Porsche	50
2. E. Forbes-Robinson , Porsche	47
3. Jim Moore , Porsche	45
4. Cary Nelson , Porsche	34
5. Ed Barker , Porsche	30
6. Willie West , Alfa Romeo	29
7. John Lumkin , MG-A	26
8. Bob Brigham , MG-A	23
9. Ted Conrad , Porsche	18
10. Ray Pickering , MG-A	16

"In keeping with past policy, **Sam Weiss** was awarded the 26 points he earned in the over-1500cc modified races. **Ken Miles** and **Jean Kuntze** have also received additional points under these circumstances.

CONSTANTINE WINS

THOMPSON, Conn., Oct. 20 — **George Constantine**, Sturbridge, Mass., won the 15-lap feature here today in his potent D-Jaguar. He was trailed in the NY SCCA Region meet by **Bill Helburn**, New York, in a Ferrari Testa Rossa, and **Gordon McKenzie**, Milbrook, N.Y., in a C-Jaguar. **Constantine** averaged 65.2mph on the 1.9-mile course.

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STARTS 10 P.M. SATURDAY
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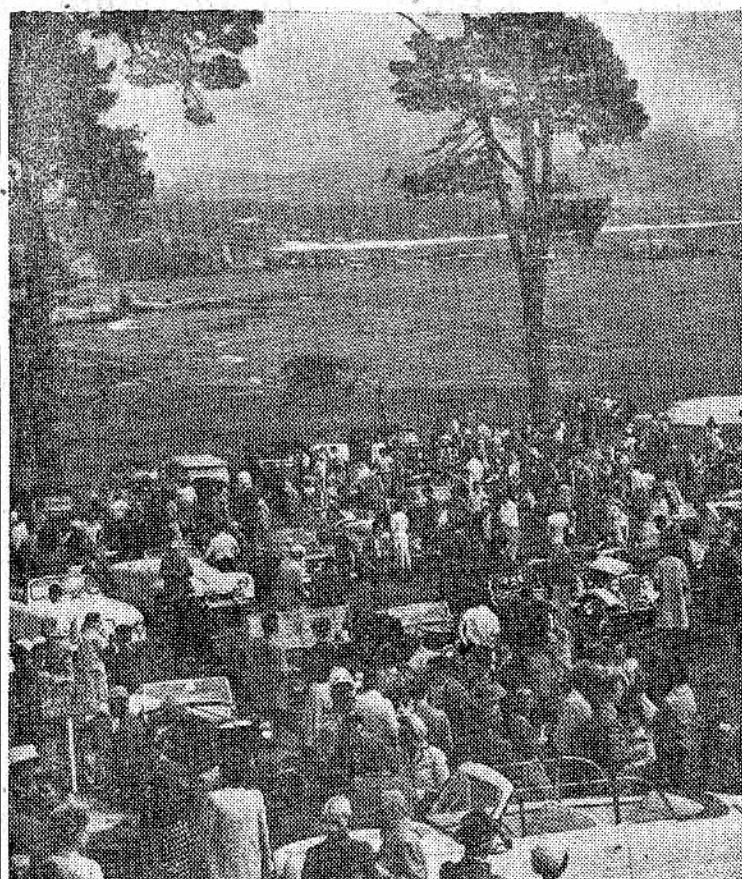
5 RACES
SATURDAY

7 RACES
SUNDAY

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3 BEST RACES

★ COME EARLY



—Julian P. Graham

CLASSIC SCENE—The Pebble Beach Concours d'Elegance, set for Saturday, Nov. 9, will be held on the lawn between 18th green of the famous Pebble Beach Golf Links and terrace at Del Monte Lodge, one of the most scenic spots in the world. This is probably the most famous concours in the U.S. It will run from 11 a.m. to 5 p.m.

Pebble Beach Concours Nov. 9

An interesting list of entries already has been received for the 8th annual Pebble Beach Concours d'Elegance to be held at Del Monte Lodge, Saturday, Nov. 9, including **Lou Fageol's** Fiat Sports Coupe which he will bring out from Kent, Ohio, for the event.

This beautiful model has a special body by **Ghia-Fageol** and has taken first in its class at a number of concours in the East and Middle West as well as first in its class at Pebble Beach in 1955. **Lou Fageol** is probably as well known in the Gold Cup motorboat racing field as he is for his interest in automobiles. He raced in the Pebble Beach sports car races in 1955.

Some 100 beautiful cars, from some early vintage models to the latest 1958 Rolls Royce Silver Cloud will be on display on the lawn between Del Monte Lodge and the 18th green of the famous Pebble Beach Golf Links.

Lucius Beebe, noted author and bon vivant, will head the list of well known judges for the affair.

'PEBBLE' LURES EASTERN FLASHES

MONTEREY, Calif., Oct. 30—Eastern driving aces in fairly good numbers are filing entries for the 8th Pebble Beach Road Races Nov. 9-10 at the near-by Laguna Seca course.

Included are: **Ed Walsh, Jr.**, St. Louis, Porsche Carrera; **Paul O'Shea**, Rye, N.Y., Mercedes-Benz 300SL; **John Max Wolf**, Colorado Springs, Colo., Porsche 550 Spyder; and **Jay Hoke**, Stillwater, Okla., Austin-Healey.

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Slightly Modified

BY W. R. C. SHEDENHELM

GOOD GRIEF, we were just making a funny! We are quite aware that Carroll Shelby is very well liked and is a good driver. So we made a funny about his smashing up a few expensive cars in recent events here on the West Coast. So it could happen to anyone. Only it's funnier when it happens to a top driver, to whom it shouldn't.



SHEDENHELM

Of course, our informant on turn 6 didn't know his Aston-Martin from a hole in the ground when he said that Shelby had wrecked two cars at Palm Springs. This simply is not so. He only smashed up one at Palm Springs, a 4.5 Ferrari. Later he smashed up a 4.9 Ferrari at Pomona, in the rain. Then last month he piled the 4.5 Maserati head-on into the banking of turn 6 during his first practice lap at Riverside, which we thought was pretty amusing, don't you see?

We are quite certain that Mr. Shelby did not wreck these cars on purpose. We are equally certain that Mr. Shelby did not drive at Riverside with a can of beer in his hand, as a number of boors insisted on mis-reading in our last column.

Look, we were making a funny!

Look, everybody's laughing! Ha-ha?

CALIFORNIA G.P.?

Say, we have a wonderful suggestion. You all know that the present "Torrey Pines" course is eight miles east of the original one, and that the new "Pebble Beach" course is 12 miles north of where it used to be. Back east they've moved Watkins Glen and Elkhart Lake. Well, you know how many people around here would like to see a genuine European Grand Prix, don't you? Well, then, why don't we just build a course at Pismo Beach and call it the Nurburgring? And we could have an Aintree in Watts. How about that, hey? Fangio and Moss every weekend.

OSCA RALLYE

Our bartender friend who is building the T-Bird Special has some excellent color shots of the OSCA Rallye from Bombay to Stuttgart. Ask him to show them to you. He drove a 750cc job in the Rallye and the only trouble he had was when the engine fell out on a back street in Khartoum. He and his navigator pushed the car from there to the finish line.

HERO DRIVERS

We've picked up two swell ideas for sports car drivers who want to make a big impression on the girls who stand picking their teeth outside bowling alleys: Try putting colored lights up inside your fenderwells so they shine on your chromed spokes. The effect is terrific! Then, if you really want to pop the girlies out of their leather jackets, leave the competition numbers on your car when you drive home from the races. You don't even have to enter the events. You can just paint the numbers on and buy yourself a trophy. The girls will never know the difference and will be tremendously impressed, as will six-year-old boys and the California State Highway Patrol.

We ran across a chap at Torrey who had the right idea. He bought a pair of 8x50 binoculars, with leather case, in a hock shop. Then he cunningly soldered up all the seams. Unscrew one eyepiece and you get brandy. The other gives the chaser. Holds a pint in either lens tube. He told us that he had run into one hazard, though. At Riverside he unthinkingly whipped the binoculars to his eyes to see what was happening on the other side of the course and nearly blinded himself with brandy and soda.

THE BAR VENUE

The drinks at a bar in La Jolla are the weakest that we have free-loaded in a long time. Saturday night we downed a dozen or so gin-and-quinines at Race-Coordinator George Cary's party and walked away with a glow about equal to three cans of 3.2 beer. Boy, are we ever glad that we didn't offer to pick up the check!

SIEFRIED FEATURE VICTOR AT WILLOW

WILLOW SPRINGS, Oct. 27 — Richard Siefried clobbered his opposition in the handicap main event of RRR's pro sports car road races here today, wheeling his Mercury-powered Kurtis to an impressive score on the 2.5-mile desert strip.

He was followed across the line by Gene Scholl and Fred Heffington, both in MG-As. Siefried's winning time for the 28-lapper was 56min. 9.8secs.

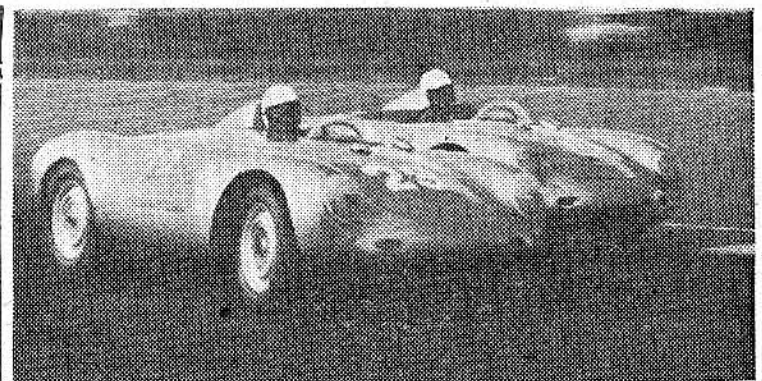
David Eckbert, Palos Verdes, sustained critical injuries in practice yesterday when his Alfa Romeo Giulietta flipped at the top of Turn 5. He was removed to Antelope Valley Hospital in Lancaster, where Dr. Gordon Miller reported Eckbert was "holding steady" and the "next 36 hours would tell the tale."

Summary:
Handicap main, 28 laps—1. Richard Siefried, Merc-Kurtis; 2. Gene Scholl, MGA; 3. Fred Heffington, MGA; 4. Bob Kudler, Jag. XK140; 5. J. Cooper, Alfa Romeo Giul. Time—56:09.8.
MOD. OVER 1500, 10 laps—1. Billy Cantrell, Offy Spl.; 2. R. Siefried, Merc-Kurtis; 3. Bob Murphy, Olds Spl. Time—18:19.4. PROD. over 1600, 10 laps—1. Elgin Holmes, Corvette; 2. Kudler; 3. John Van Rhyne, Jag. XK120. Time—20:47.9. UNDER 1600, 10 laps—Don Stewart, Scholl, Heffington, all MGs. Time—20:51.6. LADIES, 4 laps—Barbara Neiland, Jag. XK120.

RRR SIGNS ORANGE CTY. FAIRGROUNDS

Elated RRR pro sports car officials announced this week signing of a contract that gives them the right to stage four races per year at the Orange County Fair Grounds near Santa Ana.

The course is similar to the L.A. County Fair Grounds at Pomona and will be two- or two-plus-miles in length. First event is tentatively scheduled Saturday, Dec. 14.



PHOTOS by W. R. C. Shedenhelm

show some of the hectic action in under-1500cc race for modifieds on Oct. 19 at San Diego. At top, Joe Playan holds slight lead over Jack McAfee through turn 1. Lower photo shows climax of week-end's most thrilling race as McAfee nipped him at the finish by scant .1 sec.



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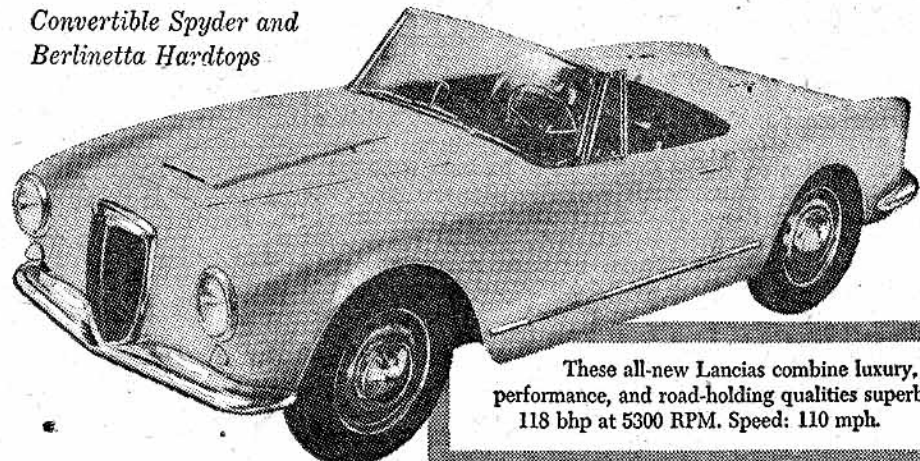


The New 250 Gran Turismo Ferrari

Luxurious touring car comfort and matchless Ferrari sports car performance are distinguished partners in the 250 Gran Turismo. Its V12 ohc engine develops 240 hp at 7000 RPM and will attain speeds of 130 to 160 mph depending on gear ratio. Other features include dual distributors, three double-bodied Weber carburetors, a tubular frame, the race-proven Ferrari suspension system, and an all synchromesh (Porsche type) servo-mechanism transmission.

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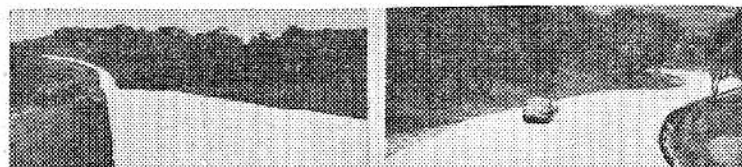
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11537-39 VENTURA BLVD.

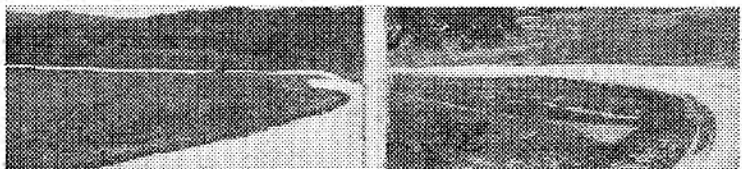
STUDIO CITY

HERE'S LATEST ROAD RACING COURSE AT LAGUNA SECA



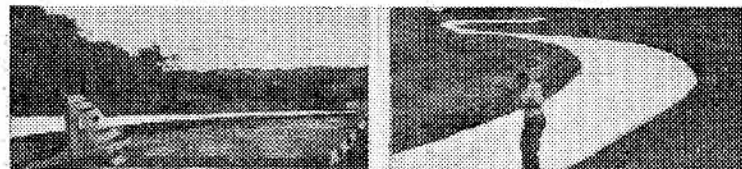
Start & Finish. Pits at right. Turns 1 & 2 in distance.

It's down, down through 7 & 8.



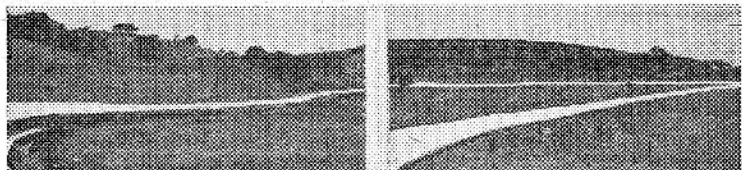
Now it's up, through turn 2 and down.

About 400 ft. outside radius from 11-12.



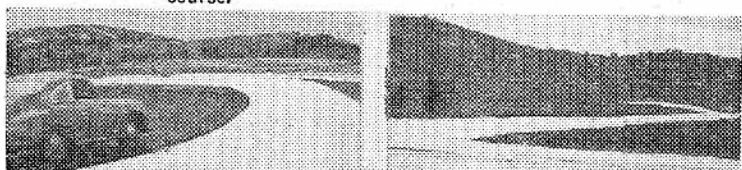
Course on left at top of grade turn.

Turn 13-11 & 12 in distance.



Turns 4 and 3 looking back on course.

The other way, 14 in background.



And a 15% climb to turn 6.

Looking back on 13 from 14.

New 'Pebble Beach' Course

★ ★ ★ ★ ★
(Or, Some Will Have Enough Brakes, Some Won't)

The country's newest road racing course, Laguna Seca—otherwise known as Pebble Beach—has been pulled out of the dark forest, improved greatly for drivers and made infinitely better for spectators.

Such is the word from Doug Smith of the Sports Car Racing Assn. of Monterey Peninsula (SCRAMP).

For the 8th annual Pebble Beach road races, Nov. 9-10, the circuit is at Laguna Seca Ranch, just off the Monterey-Salinas Highway.

The road laces around a little valley, most of the time inside the valley rim, so that spectators, from almost any place near the course, will be able to see at least 70% of the races. Only a few oak trees are scattered about the site.

For drivers, it's a challenging route. Large sweeping bends, an uphill stretch that could qualify as a hill-climb, capped with a surprise hairpin, then a slalom down through a little canyon.

This downhill part is so steep,

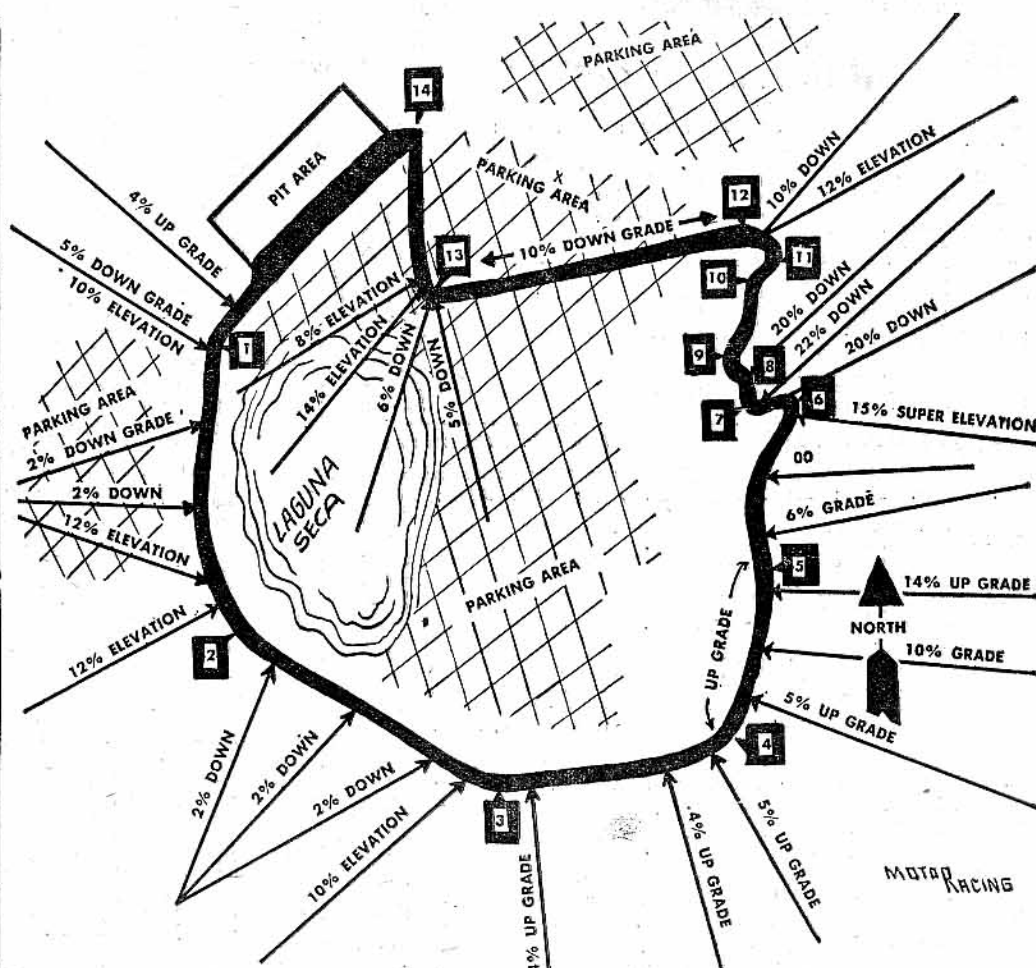
that, for example, an MG-A in 2nd gear will pick up speed with the throttle closed! At the bottom is a slow corner, complete with escape road for those who have no brakes left, then a short straight leading into a 100-foot radius banked turn, then a nasty left into the pit straight.

For rallye enthusiasts, there will be a rallye from "anywhere in the world" to Pebble Beach, with prizes that range from a pair of race tickets to a complete week-end with all expenses paid, Smith reports. Write to SCRAMP, P.O. Box 489, Monterey, Calif., for details, or see your local sports car club.

Buy? Sell? Swap? Whaddya want—Use a result-getting Person-to-Person Want Ad in MOTORACING. Do it now, during our Fall Carnival of Want Ads.

WHAT'S AN AARDVARK?

The aardvark is either of two African ant-eating, burrowing mammals of the genus Orycteropus.



Figures on Road Circuit

BEHRA IN MOROCCO GRAND PRIX SCORE

CASABLANCA, Morocco, Oct. 27.—Averaging a sizzling 111-mph, France's Jean Behra won the Grand Prix of Morocco here today in a Maserati, besting Britain's Stewart Lewis-Evans by 38 seconds in a Vanwall.

Maurice Trintignant of France was third in a BRM, while World Champion Juan Manuel Fangio of Argentina placed fourth. Fangio entered the event heedless of a high fever.

Behra's time over the 260.2-mile course was 2 hours, 18min. 20sec.

The above map and figures of the Laguna Seca course, which is approximately two miles in length, is by Ted Rothermel, while photos at left are by Tom Wilson, MOTORACING'S No. Calif. staff writer.

Rothermel lists the number of feet between turns and also some radiuses.

Turns 1 to 2—1156ft; 2-3—1584; 3-4—554; 4-5—upgrade 554; 5-6—554; 6-7—approx. 206 downgrade; 7-8—103 also downgrade; 8-9—105 downgrade; 9-10—approx. 264; 10-11—approx. 200; 11-12—approx. 100; 12-13—1584; 13-14—528; 14-1—1156.

From turn 6 to 7 there is an approximate 400ft outside radius; from 11 through 12, approximate-

ly 450ft radius; turn 13, 444ft radius.

The course will be run counter clockwise.

Width is 30ft asphalt, heavy duty. All turns are elevated with the exception of 14. The downgrade on this course will probably be very hard on brakes and transmissions.

RENAULT

Renault has conducted a service school for mechanics in Newport Beach, Calif., and Oakland. F. Edward Parker was in charge.

LATE ENOUGH

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Pomona Racing Charts

5th Running, Pomona Road Races, California Sports Car Club, Course—L.A. County Fairgrounds—2 miles. Compiled by Long Beach MG Car Club. DOUG BAILEY, scoring marshal. Data on non-finishers by MYRA JONES.

15 races, 288 starters, 47 DNFs, 16% retirements.

OCT. 26

RACE 1—Prod. under 1300cc *under 1300cc MGs. Time: 16:46, Laps: 10, Avg.: 71.6, Miles: 20.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	197		Roetnor, Michael	Alfa Romeo Veloce	F 1
2	241	37	Lee, Eugene	Alfa Romeo Sypd.	2
3	237	38	Taylor, Sam	MG-MK II	3
4	47	44	Dair, Jack	MG-TF	4
5	72	47.5	Fahey, Patrick	MG-TD	5
6	103	48	Roehr, Ken	MG-TD	6
7	712	49	Evans, Todd	MG-TF	7
8	114	77	Jahns, Jeff	MG-TD	8
9	53	89	White, Art	MG-TD	9
10	3	111.1	Hensley, Cliff	MG-TD	10
11	159	43	Newman, Bob	MG-TF	11
12	135	51	Steube, William	MG-TD	12
13	42	53	Beard, George	MG-TD	13
14	710	2L55	Dixon, Harold	MG-TF	14

Did not finish—20 Bob Patton, AR, blew tire; 263 Willie West, AR, threw rod.

RACE 2—Prod. 1300cc, Time: 16:16, Laps: 10, Avg.: 73.82 Miles: 20

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	113		Bracker, Lew	Porsche Carrera	F 1
2	24	1.5	Barker, Ed	Porsche Spd.	2
3	194	16	Nichols, Frank	MGA	3
4	226	18	Snider, John	MGA	4
5	170	19	Scurlock, Bob	MGA	5
6	251	45	Chaffee, Jim	MGA	6
7	64	45.2	Kluck, Bill	Porsche Spd.	7
8	126	60	Stewart, Ed	MGA	8
9	55	64	Freutel, Ed, Jr.	MGA	9
10	5	100	Vandagriff, Skip	MGA	10

Did not finish—67 Jim Parkinson, MGA, lost oil pressure; 89 Ray Pickering, MGA, distributor lead loose, fried plugs; 168 George Schillreff, MGA, oil pressure.

RACE 3—Prod. 1500cc to 2700cc, Time: 15:19, Laps: 10, Avg.: 78.4, Miles: 10.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	195		Love, William	AC Bristol	D 1
2	48	16	Crowder, Gordon	AC Bristol	2
3	192	16.1	Spears, George	Porsche Spd.	3
4	711	18	Dixon, Bill	Slata	4
5	31	20	Bucknum, Ronnie	Porsche Spd.	5
6	46	24	Parkinson, Jim	Austin Healey	6
7	83	35	Haggerty, John	AC Bristol	7
8	146	40	Pryor, Hugh	Austin Healey	8
9	164	44	Windhorst, Bob	Austin Healey	9
10	19	51	Michelmores, D. D.	Porsche Spd.	10
11	33	99	Morton, Arthur	Austin Healey	11
12	57	111.4	Payne, Don	TR3	12
13	22	15	Bloemendaal, Ben	Austin Healey	13
14	41	16	Quattrocchi, Frank	TR3	14
15	167	21	Anderson, Bob	Porsche Spd.	15
16	97	30	O'Neill, Thomas	Austin Healey	16
17	36	36	Farrell, Charles	Austin Healey	17
18	17	54	Keenan, Pat	Porsche S.S.	18
19	7	57	Kenaston, Robert	Austin Healey	19
20	12	71	Doushness, Bill	TR3	20
21	252	2L80	Coffin, James	Austin Healey	21

Did not finish—61 Dan Levitt, TR-3, lost right front wheel; 107 Robert Conway, Jr., TR, clutch trouble; 158 George Duncan, AC Bristol, broken axle.

RACE 4—Prod. over 2700cc, Time: 15:17, Laps: 10, Avg.: 78.58, Miles: 20.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	38		Bates, Jack	Corvette	C 1
2	58	3	Austin, Jerry	Corvette	2
3	300	7	Cairns, Frank	Corvette	3
4	283	19	Porterfield, Andw.	Corvette	4
5	28	25	Fletcher, Robert	Merc 300SL	5
6	51	38	Woods, Hugh	Corvette	6
7	112	39	Atkins, Bill	Merc Benz	7
8	4	45	Morris, Ralph	Jag XK120M	8
9	117	49	Harris, Bob	Jag XK 120M	9
10	109	52	Padock, Rick	Jag XK120M	10
11	98	67	Ruttman, Bert	Corvette	11
12	314	75	Gaskins, Bill	Corvette	12
13	171	82	Hoebbel, Al	Jag XK120M	13
14	166	87	Hart, Norman	Jag XK120M	14
15	154	1L41	DeWard, Tom	Jag XK120M	15
16	34	78	Brown, Wayne	Corvette	16

Did not finish—26 Barry Rushing, Jaguar, engine too hot; 32 Edgar Pyc, Corvette, dropped rear end on starting grid; 221 Ron Ellico, Mercedes, went kaput (ignition).

RACE 5—Sedans, Form II, III, Form Libre, Time: 15:30, Laps: 10, Avg.: 77.5, Miles: 20.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	16		Reventlow, Lance	Cooper	F G H I J L F.L. 1
2	501	28	Morrow, Harry	Cooper Norton	2
3	510	30	Geslin, Jean	Cooper	3
4	531	94	Benck, Bill	Cooper JAP	4
5	527	1L3	Dane, Stuart	Dane-Triumph	5
6	71	29	Pearson, Ron	Volvo 444	6
7	13	33	Nystrom, Per	Volvo 444	7
8	43	65	Block, Ted	Renault Dauph.	8
9	213	92	Lewin, Cyril	Volvo	9
10	30	2L25	Wheeler, Gordon	Volvo 444	10

Did not finish—45 Bill Dantzcher, Biedbach Spl., broke brake shoe and wheel cylinder; 521 George Boskoff, Boskoff Matchless, broken axle; 529 Red LeGrand, Renault Spl., lost flywheel, Jim Frank, Cooper, broken valve gear.

RACE 6—Modified under 1000cc, Time: 16:23, Laps: 10, Avg.: 73.2, Miles: 20.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	56		Snow, Douglas	Nichols Panhard	G H 1
2	73	2	Peron, Perry	Panhard	2
3	260	23	Verrecchia, Rico	Crosley Sp.	3
4	75	79	Burggraf, H. C.	Panhard	4
5	111	80	Shea, Mike	Nardi BMW	5
6	207	1L16	Miller, Don	Crosley Sp.	6
7	196	54	McAfee, Bud	Panhard Dyna Jr	7
8	225	111	Snow, Robt.	Snow Crosley	8

Did not finish—45 Bill Dantzcher, Biedbach Spl., broke brake shoe and wheel cylinder; 521 George Boskoff, Boskoff Matchless, broken axle; 529 Red LeGrand, Renault Spl., lost flywheel, Jim Frank, Cooper, broken valve gear.

RACE 7—Modified 1000cc to 1500cc, Time: 21:21, Laps: 15, Avg.: 84.35, Miles: 30.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	118		Kunstle, Jean	Porsche 550RS	F G 1
2	50	5	Miles, Ken	Porsche RS Spyd	2
3	2	40	Harry Hanford	OSCA	3
4	44	41	Monise, Frank	Lotus MKXI	4
5	27	1L48	Conklin, Skip	Lotus Climax	5
6	119	64	Plass, Robert	OSCA	6
7	121	2L15	Walker, Chuck	MG Mistral	7
8	8	32	Miller, Dusty	MG Spec	8
9	88	33	Sugarman, Stan	Porsche Spyd RS	9
10	40	39	Kirby, Robert	Porsche Spyd	10
11	150	76	Newman, Fred	Lotus	11
12	202	89	Shaw, William	MGTC Spec	12
13	147	3L47	Mullen, Bob	MG Spec	13
14	15	4L78	Hernandez, Daniel	Lotus	14

Did not finish—25 Jim Chaffe, MG Spl, hung valve open; 102 Jack Nethercutt, Lotus, slipping clutch.

RACE 8—Modified over 1500cc, Time: 21:15, Laps: 15, Avg.: 84.7, Miles: 30.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	11		von Neumann, J.	2.5 Ferrari; Testa R	B C D E 1
2	211	4.5	Ginther, Richie	2.0 Ferrari Testa R	2
3	59	15	Oker, Bob	Aston Martin	3
4	133	17	Austin, Jerry	D Jag	4
5	70	35	Balchowsky, Max	Balchowsky-Buick	5
6	204	68	Huette, Don	Jag Spl.	6
7	1	89	Hauser, Eric	Zidar Spl.	7
8	176	1L51	Hall, Jerry	Talbot Lago	8
9	37	66	Sohus, Robert	Sohus-Larkin	9
10	149	69	Bondurant, Bob	TR2	10
11	124	90	Firestone, Jim	Frazer Nash	11
12	99	2L85	Danielson, Bruce	Ferrari M.M.	12
13	271	3L3	Pearson, Ron	Volvo Rdst	13
14	23	7L21	Timanus, John	Lotus Climax	14

Did not finish—0 Andrew Porterfield, Porterfield Gaskins Spl., clutch* went out; 94 James Smith, Ferrari, oil leaking onto hot manifold, causing smoke; 152 David Lenard, Cad Kurtis, overheating; 165 Mark Cummings, Cummings Ford, engine starting to seize, overheating; 199 Louis Yates, Corvette Ferrari, overheating; 272 Eric Priest, Volvo Spl., dragging exhaust.

SUNDAY, OCT. 27

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	170		Scurlock, Bob	MGA	F 1
2	62	3	Lumkin, John	MGA	2
3	226	13	Snider, John	MGA	3
4	251	32	Chaffee, Jim	MGA	4
5	126	44	Stewart, Ed	MGA	5
6	55	54	Freutel, Ed, Jr.	MGA	6
7	237	58	Taylor, Sam	MG-MKII	7
8	72	59	Fahey, Patrick	MG-TD	8
9	710	1L4	Dixon, Harold	MG-TF	9
10	114	4.5	Jahns, Jeff	MG-TD	10
11	53	9	White, Art	MG-TD	11
12	712	11	Evans, Todd	MG-TF	12
13	135	80	Steube, William	MG-TD	13
14	159	82	Newman, Bob	MG-TF	14
15	47	2L 8.5	Dair, Jack	MG-TF	15
16	89	38	Pickering, Ray	MGA	16
17	42	47	Beard, George	MG-TD	17

3 Cliff Hensley, MGTD, plugs fouled; 5 Skip Vandagriff, MGA, out of timing, overheating; 103 Ken Roehr, MGTD, got hot and froze up; 168 George Schillreff, MGA, (?); 194 Frank Nichols, MGA, (?).

RACE 10—Prod. under 2000cc excluding M.G.s. Time: 19:59, Laps: 13, Avg.: 78.05, Miles: 26.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	195		Love, William	AC Bristol	E F 1
2	192	13	Spears, George	Porsche Spd	2
3	711	16	Dixon, Bill	Slata	3
4	113	17	Bracker, Lew	Porsche Carrera	4
5	31	34	Bucknum, Ronnie	Porsche Spd	5
6	158	40	Duncan, George	AC Bristol	6
7	24	60	Michelmores, D. D.	Porsche Spd	7
8	197	85	Barker, Ed	Porsche Spd	8
9	41	88	Quattrocchi, Frank	Alfa Romeo Veloce	9
10	20	1L 6	Patton, Robert	Alfa Romeo Sp	10
11	139	33	McCord, Samuel	Porsche Carrera	11
12	167	35	Anderson, Bob	Porsche Spd	12
13	17	46	Keenan, Pat	Porsche S. S.	13
14	64	48	Kluck, Bill	Porsche Spd	14
15	241	73	Lee, Eugene	Alfa Romeo Spyd	15
16	12	77	Wetherwax, Rich.	TR3	16
17	107	2L 4	Conway, Robert	TR3	17

48 Gordon Crowder, AC Bristol, shattered left rear bearing; 57 Don Payne, 61 Dan Levitt and 131 Charles Hanner, all Triumph TR3s, (?).

RACE 11—Prod. over 2000cc, Time: 20:04, Laps: 13, Avg.: 77.8, Miles: 26.

Pos.	Car No.	Behind	Driver	Make of Car	Class Position
1	300		Cairns, Frank	Corvette (Disq.—Placed 3rd)	C D 1
2	46	7	Parkinson, Jim	Austin Healey	2
3	28	12	Fletcher, Robert	Merc 300 SL	3
4	112	19	Atkins, Bill	Merc 300 SL	4
5	51	22	Woods, Hugh	Corvette	5
6	221	37	Ellico, Ron	Merc 300 SL	6
7	283	38	Porterfield, Andw.	Corvette	7
8	4	40	Morris, Ralph	Jag XK120M	8
9	109	43	Padock, Rick	Jag XK120M	9
10	164	45	Windhorst, Bob	Austin Healey	10
11	98	48	Ruttman, Bert	Corvette	11
12	117	56	Harris, Bob	Jag XK120M	12
13	171	61	Hoebbel, Al	Jag XK120M	13
14	314	75	Gaskins, Bill	Corvette	14
15	252	81	Coffin, James	Austin Healey	15
16	146	83	Pryor, Hugh	Austin Healey	16
17	36	93	Farrell, Charles	Austin Healey	17
18	33	95	Morton, Arthur	Austin Healey	18
19	166	1L21	Hart, Norman	Jag XK120M	19
20	97	41	O'Neill, Thomas	Austin Healey	20
21	7	3L39	Burroughs, Neil	Austin Healey	21

32 Edgar Pyc, Corvette, oil on clutch plate, then lost clutch; 38 Jack Bates, Corvette, lost 1st gear, then went over curb & onto grass on Turn 3.

RACE 12—F. L., F. II, F. III, Sedans. Also mod. sports cars not qual for Events 13 & 15. Time: 11:37, Laps: 8, Avg.: 82.7, Miles: 16.

					C	E	F	G	H	I	J	L	F.L.
1	16		Reventlow, Lance	Cooper									1
2	249	40	Drake, Bob	Cooper Climax					1				
3	102	53	Nethercutt, Jack	Lotus XI					1				
4	199	79	Yates, Louis	Corv Ferrari					1				
5	272	1L 5	Priest, Eric	Volvo Spec					1				
6	122	13	Dunbar, David	Fubar Merc Sp					2				
7	531	23	Benck, Bill	Cooper JAP								1	
8	45	26	Dantzscher, Bill	Biedbach Sp									
9	521	33	Boskoff, George	Boskoff-Match									1
10	11	35	Chaffee, Jim	MG Spec					2				
11	13	38	Nystrom, Per	Volvo 444					3				
12	527	38.5	Meselson, Clifford	Dane-Triumph								3	
13	274	43	Wilson, Reg	Volvo 444					4				
14	273	74	Lewin, Cyril	Volvo					5				
15	888	75	Storey, Reynard	Crosley Spec							1		
16	516	90	Frank, Jim	Cooper									4
17	196	2L 6	Dean, Harold	Panhard Dyna Jr						2			
18	30	6.5	Wheeler, Gordon	Volvo 444					6				
19	225	42	Snow, Robert	Snow Crosley							2		
20	529	3L57	LeGrand, Red	Echo Renault									5

San Diego Racing Charts

SPORTS CAR CLUB OF AMERICA—SAN DIEGO REGION, SIXTH ANNUAL TORREY PINES ROAD RACES, HOURGLASS FIELD, SAN DIEGO. Course—1.85 Miles. Data on non-finishers by PATTI BIEHL.

SATURDAY, OCT. 19

RACE 1—Production to 1600cc, Class F, G, and H. Time: 18 m 40sec. Laps: 10. Avg.: 59.75. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H	Sedan
1	31		Bucknum, Ronnie	Porsche Spd.		1				
2	19	2	Michelmores, D.	Porsche 1600		2				
3	263	48	West, Willie	Alfa Romeo		1				
4	115	59	Kessinger, Chuck	Alfa Romeo		2				
5	112	61	Bowdley, Capt. Geo.	Porsche		3				
6	117	62	Kluck, Chester	Porsche		4				
7	71	78	Pearson, Ron	Volvo		5				1
8	47	82	Dair, Jack	MG-TF		3				
9	3	83	Nystrom, Perr	Volvo		6				2
10	6	87	Wilson, Reg	Volvo		7				3
11	120	96	Bythiner Klaus	Alfa Romeo		4				
12	259	118	Block, Ted	Renault Dau.		1				4
13	237	1L4	Taylor, Sam	MG-TD		5				
14	103	1L8	Roehr, Ken	MG-TD		6				
15	151	1L25	Gard, Don	MG-A		8				
16	1	1L29	Moar, Marvin	Simca Aronde		7				5
17	153	1L42	Sparks, Robert	MG-A		9				
18	00	1L57	Van Beuren, Fred	Simca Aronde		8				6

Did not finish—100 Eduardo Dibos, Moretti coupe—This was the competitor from Peru. He explained, in English, with a charming accent, that he heard a funny little noise from the engine and since it wasn't his own car, he brought it in; 92 Jack Gleghorn, MG-TD, broken rear axle.

RACE 2—Production over 1600cc, Class B, C, D, and E. Time: 17 m 31 sec. Laps: 10. Avg.: 63.6. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	B	C	D	E
1	51		Woods, Hugh	Corvette		1				
2	48	6	Crowder, Gordon	AC Bristol		1				1
3	10	40	von Kaesborg, Lek	Mercedes 300SL					1	
4	127	44	Benjamin, Bennie	Jaguar XK-140MC		1				
5	14	47	Bailey, Cal	Corvette		2				
6	93	75	Evans, Art	Jaguar XK-120		2				
7	146	82	Pryor, Hugh	Austin Healey 100		2				
8	7	88	Brown, Hatch	Alfa 1900		3				2
9	64	106	Richardson, Neil	Jaguar XK		3				
10	61	1L3	Levitt, Dan	Triumph TR-3		3				4
11	8	1L7	Meunier, Ed	Triumph TR-3		4				5
12	41	1L16	Sutton, George	Triumph TR-2		4				
13	45	1L20	McCormick, John	Austin Healey 100		3				
14	217	1L60	Fox, Jim	Jaguar XK-120		4				

Did not finish—58 Jerry Austin, Corvette, over-heating; 145 Lew Spencer, Morgan, clutch bearing went out; 97 C. L. Ferlazzo, Corvette, when the car zigs, the fuel in the float bowl zags; 125 Lawrence Clark, Corvette, won a trophy, the hard-luck variety, by breaking a rod. The bits and pieces were used for the top of the trophy.

RACE 3—Formula II and III and Women's Race. Time: 17 m 31 sec. Laps: 10. Avg.: 63.4. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	Under 1500	Over 1500	II	III
1	116		Daigh, Chuck	Cooper Climax		1				
2	188	1	Levy, Ruth	Porsche-Spyder RS		1				
3	501	72	Morrow, Harry	Cooper-Norton		1				
4	288	95	Shutes, Betty	Porsche		2				
5	146	110	Windhorst, Barb.	Austin Healey		1				
6	19	1L4	Scott, Linda	Porsche Spd.		2				
7	510	1L40	Geslin, Jean	Cooper		2				
8	527	1L43	Haseton, Cliff	Dane-Triumph		3				
9	516	1L71	Frank, James	Cooper		3				
10	61	2L17	Markey, Anna	TR-3		3				
11	92	2L38	Taylor, Nora	MG-Mk II		4				

Did not finish—504 M. Brunner, Cooper FIII, Those good old hundred dollar noises indicated lower end troubles; 521 G. Boskoff, Cooper FIII, transmission failed on next to last lap; 134 Barbara Burhop, VW Special, lost oil while sitting on the grid waiting to start; same thing happened here last race; pretty poor luck on your home circuit.

RACE 4—Modified under 1500cc, Class F, G, and H. Time: 16m 29.8s. Laps: 10. Avg.: 67.0. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H
1	88		McAfee, Jack	Porsche Spyder RS		1			
2	29	1	Playan, Joe	Porsche Spyder RS		1			
3	49	4	Drake, Bob	Cooper Climax		3			
4	63	49	Lozano, Ignacio	Lotus Mk XI		1			
5	136	60	Biehl, John	Cooper		2			
6	27	65	Conklin, Skip	Lotus Mk XI		3			
7	141	1L4	West, Jack	Porsche Spyder		4			
8	288	1L27	Sugarman, Stan	Porsche Spyder		5			
9	202	1L34	Shaw, William	MG-TC		6			
10	214	1L91	Brigandi, Dr. Karl	Abarth Spyder		4			

RACE 5—Modified over 1500cc, Class D, E. Time: 16.10. Laps: 10. Avg.: 68.7. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	D	E
1	11		vonNeumann, John	2.5 Ferrari Testa Rossa		1		
2	211	27.2	Ginther, Richie	2.0 Ferrari Testa Rossa		1		
3	5	37.8	Hall, Jim	2.0 Maserati		2		
4	219	1L5	Cadrobbl, Al	2.5 Ferrari Testa Rossa		1		
5	124	1L19.5	Firestone, Jim	Frazer Nash		4		

Did not finish—4 Bruce Kessler, Ferrari Chev., fan came off and over-heating resulted; 116 Chuck Daigh, Cooper Climax FII (practiced), cat and almost moused von Neumann and withdrawing before end of race with honor.

SUNDAY, OCT. 20

RACE 6—Consolation Race. Time: 17m 46.9s. Laps: 10. Avg.: 62.5. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H
1	116		Chuck Daigh	Cooper Clim. 1		1			
2	195	2	Bill Love	AC Bristol		1			
3	4	9.4	Lew Yates	Ferrari Chev.		1			
4	288	28.9	Stan Sugarman	Porsche Spyder		1			
5	145	103.8	Lew Spencer	Morgan Plus Four		1			
6	202	1L12.6	William Shaw	MG-TC		2			
7	97	1L20.9	C. L. Ferlazzo	Corvette		1			
8	237	1L22.8	Sam Taylor	MG-Mk II		1			
9	103	1L29.1	Ken Roehr	MG-TD		2			
10	151	1L44.9	Leonard Gordon	MG-A		2			

Did not finish—92 Jack Gleghorn, MG-TD, repairs effected Saturday weren't adequate; 41 George Sutton, TR-2, depositing oil on track and was black-flagged, rings?; 58 Jerry Austin, Corvette, same old overheating problems.

RACE 7—Production under 2000cc, Time 20 min. 8.2 sec. Laps: 11. Avg.: 60.9. Miles: 20.30.

Pos.	No.	Secs.	Driver	Car	Class	Position	E	F	G
1	195		Bill Love	AC Bristol		1			
2	48	2.7	Gordon Crowder	AC Bristol		2			
3	31	4.1	Ronnie Bucknum	Porsche Spd.		1			
4	19	43.3	Mich Michelmores	Porsche 1600		2			
5	7	92	Hatch Brown	Alfa 1900		3			
6	263	102.8	A. H. Brown	Alfa Spyder		1			
7	115	116.1	Chuck Kessinger	Alfa Spyder		2			
8	61	1L26	Dan Levitt	TR-3		4			
9	237	1L27	Sam Taylor	MG-TD		3			
10	117	1L28.9	William Kluck	Porsche Spd.		3			
11	47	1L33.9	Jack Dair	MG-TF		4			
12	151	1L39.4	Leonard Gordon	MG-A		4			
13	103	1L44.4	Ken Roehr	MG-TD		5			
14	120	1L69.7	Klaus Bythiner	Alfa Romeo		6			
15	112	2L7.9	Capt. Geo. Bowdley	Porsche 1500		5			

Did not finish—8 Ed Meunier, TR-3, contributing more oil to the circuit and black-flagged.

RACE 8—Production over 2000cc, Time: 30 m .08s. Laps: 17. Avg.: 59.95. Miles: 30.05.

Pos.	No.	Secs.	Driver	Car	Class	Position	B	C	D
1	14		Cal Bailey	Corvette		1			
2	51	1.5	Hugh Woods	Corvette		2			
3	10	59	Lek Von Kaesborg	300 SL Merc. Benz		1			
4	127	60	Bennie Benjamin	Jaguar XK-140MC		1			
5	93	107.5	Art Evans	Jaguar XK-120M		2			
6	64	1L17.5	Hap Richardson	Jaguar XK		3			
7	146	1L18.2	Hugh Pryor	Austin Healey 100M		2			
8	97	1L41	C. L. Ferlazzo	Corvette		3			
9	217	1L91.2	John Fox	Jaguar XK-120		4			
10	45	2L87.6	John McCormick	Austin-Healey 100 M		3			

RACE 9—Women's Race, Sedans & F II & III (combined). Time: 19m 10s. Laps: 11. Avg.: 63.4. Miles: 20.4.

Pos.	No.	Secs.	Driver	Car	Class	Position	Over 1500	Under 1500
1	188		Ruth Levy	Porsche Spyder RS		1		
2	195	63	Linda Scott	AC Bristol		1		
3	288	120	Betty Shutes	Porsche		2		
4	146	1L5	Barbara Windhorst	Austin Healey		2		
5	237	1L116	Nora Taylor	MG-Mk II		3		
6	214	2L13	Carmela Martin	Abarth Spyder		4		
7	61	2L14	Anna Markey	TR-3		3		

Foreign Cars at Auto Show

The 35th annual Los Angeles International Auto Show will include a number of imported marques and all the 1958 American models, it was announced last week by Mel Alsbery, sr., vice-president of the sponsoring L. A. Motor Car Dealers Assn.

The display will be presented Nov. 14-25 at the Pan Pacific Auditorium.

RICARDO'S 300SL CONCOURS WINNER

WESTCHESTER, Calif., Oct. 27

—An idyllic setting complete with palm trees, spacious green lawns and bright sunshine prevailed for AIREsearch Sports Car Club's concours d'elegance here today at Loyola University as Don Ricardo's Mercedes-Benz 300SL was awarded best-of-show laurels.

Some 2500 spectators viewed the concours, rated one of the season's finest. Cinemactress Esther Williams presented the awards. The event drew 73 entries and was staged as a benefit to help construct a new wing at Inglewood's Danial Freeman Hospital, with incomplete tallies showing between \$600 and \$800 collected for the fund.

Judges included Actor Keenan Wynn, Road & Track's John and Elaine Bond and Vilem B. Haan, dealer in sports car accessories. The reserve award went to Don Schoenert's Aston-Martin DB 2-4. Cam Cooper was "emcee."

Class winners: 1-A: Jack R. Morris, MGTC. 1-B: Lew Turchi, VW. 2-A: Mal & Ruth Doherty, A-H 100. 2-B: Terry Fraser, VW. Karmann-Ghia. 3-A: Beverly & Leonard Clow, Alfa Romeo. Giul. 3-B: Donald A. Denison, Jaguar Mk. V. 4-A: Don Ricardo, M-B 300SL. 4-B: Don Schoenert, Aston-Martin DB 2-4. 5: Howard H. Baker, Jr., Corvette. 6: Clem Heiser, 1911 Coey Flyer. 7-A: Benjamin R. Potts, Rolls-Bentley. 7-B: LaVerne A. Orcutt, 1927 Model T Ford pickup. 8: Brad Smith, Chev. Bel-Air. 9-1A: John Rasmussen, 1929 Model A Ford rdster. 9-B: J. Neal East, 1932 Model B Ford. 10-A: Don Rackemann, Ford T-Bird. Dealer's class: Bill Hunt Motors, Fiat 1100TV; Newcastle Sports Car Centre MGA Cpe.; Michel Bros., Inc., Renault Dauphine.

RACE 9-B—Sedans. Time 19m 45s. Laps: 10. Avg.: 56.1. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H
1	71		Ron Pearson	Volvo		1			
2	3	8	Perr Nystrom	Volvo		2			
3	6	35	Reg Wilson	Volvo		3			
4	259	45	Ted Block	Renault Dauphine		1			
5	1	90	Marvin Moar	Simca Aronde		1			
6	00	113Fr	Fred Van Beuren	Simca Aronde		2			

RACE 9-C—Formula II and III. Time: 18m 05s. Laps: 11. Avg.: 67.5. Miles: 20.35.

Pos.	No.	Secs.	Driver	Car	Class	Position	II	III
1	116		Chuck Daigh	Cooper Climax		1		
2	510	78	Jean Geslin	Cooper Norton		1		
3	521	121	George Boskoff	Boskoff Spec.		2		
4	527	137	Cliff Haseton	Danes Triumph		3		
5	528	3L176	Charles McCarty	Cooper Mk V		4		
6	501	3L200	*Harry Morrow	Cooper Norton		5		

*—Pushed car across finish line; clutch failure. Did not finish—530 Ace Elland, Cooper JAP, flung rod through the case.

RACE 10—Under 1500cc for Modifieds. Time: 61m 4s. Laps: 37. Avg.: 67.3. Miles: 68.4.

Miles: 65.4.						Fp	Fm	Gp	Gm
1	88		Jack McAfee	Porsche Spyder RS		1			
2	29	4	Joe Playan	Porsche Spyder RS		2			
3	63	1L22	Ignacio Lozano	Lotus Mk XI					
4	27	2L7	Skip Conklin	Lotus Mk XI				1	2
5	141	2L21	Jack West	Porsche Spyder			3		
6	288	2L66	Stan Sugarman	Porsche Spyder			4		
7	136	2L78	John Biehl	Cooper					3
8	31	2L80	Ronnie Bucknum	Porsche Speedster		1			
9	115	3L3	Frank Aldhous	Alfa Romeo Spyder				1	
10	202	3L3.5	Bill Shaw	MG-TC			5		
11	263	3L79	Palmer Hughes	Alfa Romeo Spyder				2	
12	214	4L8	Dr. Karl Brizandi	Abarth Spyder					4



San Francisco Newsletter

Dear Gus

By Tom Wilson

PREMIUM ON DRIVING SKILL
AT LAGUNA SECA COURSE

DEAR GUS:

From all indications, Laguna Seca (Pebble Beach) will be ready to go on the week-end of Nov. 9-10. The race officials from the S.F. local of SCCA have had one preview and briefing at the course. Another is scheduled before the race date, so it should be well organized by race time.

The full-floating Johns and the rubber hot dogs will make the ensemble complete and they will be "off'n running." The 1.9 mile course, with its ups and downs, will be a gear-box-and-brakes course. The 14 major and minor turns make it a course of acceleration and put a premium on driving skill. The way the experts have it pegged, the RS Spyders and von Neumann's 2.5 Testa Rossa will be the cars to beat on this course.

The course is paved with asphalt-concrete for a 30-foot width; the surface will hold in rain and not fill up with rubber. The steepest pitches will be 15% uphill and 12% downhill with turns banked to a maximum of 15%. It means that the winner must play a tune on the gearbox and go into the race with new brakes. It might be advisable to bring an extra set of brake shoes to be installed after the Saturday practice. If you lose your brakes on Sunday, you've had it.

Tech inspection will be held at Foreign Motors, Monterey, on Friday night and Saturday morning. All official worker and crew passes will be issued at these times. If you think that you can get past the Army without these credentials — they've got news for you. You haven't lived until you try to bust past those guards without the right tag. If you haven't made a contact yet, forget about working this one, since there is always an excess of help at this race. There will be no crew of 75 on turn 3 as at the '56 Pebble race so just make up your mind that it will be a case of shell out, pick a prominent knoll and watch this one with the girl friend.

★

"WHEELS BACKING AGAIN"

Another premature edict of SCCA has gone by the boards and the boys may unwrap their recaps and use them again. An approved list of tires may be recapped and raced if the top speed of the car is less than 110 mph. At Palm Springs and Riverside, this will cut the list of eligibles to a minimum but on the 14-turn, 1.9-mile course of Laguna Seca it will be a different story. The boys are betting on a top lap of 75mph, so it could be that the only ineligible will be the Ferraris, Maseratis and Porsche Spyders.

The question is — who determines if the driver can handle that crate at 110mph or whether it is sick and can't make that speed? If a car goes through the traps in excess of 110, will it be black-flagged? Who is to determine the top speed of these back-yard specials? I'm afraid that the boys goofed again and the ban is off, if the driver wants to put up a beef.

One thing is for certain, you won't get on the starting grid without flame-proof clothing, with tight ankles and wrist bands. Carroll Shelby, with his Okie serge will have a problem. Bicycle clips will solve the ankle problem but that T-shirt deal is out. The garment must be presented at tech inspection for testing for fire resistance — if you are to eventually burn up, you might as well do it at tech. Your friends will always remember what a bright blue flame you made — that alcoholic influence, you know. The edict did not make clear whether the garment was to be worn during the cinder test or whether it was to be tested with a flame thrower.

Regardless of the details, Gus, you should make it a date to be there; maybe some of those guys whom you have been needling will go pfft right before your eyes and your troubles will be over.

★

OPERATION POP-SKULL (Cont.)

The S.F. Region has issued a call for the novice drivers and others not entered to donate the use of their legal helmets to the entries from the more backward regions. Bell or Toptex helmets are mandatory, so the Eastern drivers may borrow one if they know the right guys. Gus, it seems that the resistance to this helmet edict has about died out. After seeing Chick Leson at Arcata and Jim Moran at Sacramento, the boys are about convinced. Chick said it was nerve-wracking but Jim only remarked that it was dark under there — probably he's been there before.

If they don't change their minds before post time, the two big modified races will get under way with Le Mans starts so it may be necessary to take off the hay-wire and fix that door latch before post time. This will stretch out the field and open up some space between cars during the first few laps. (The Le Mans start—not the hay-wire).

As usual, the natives are pulling in the winter rates signs and rooms are scarce. In fact some of the inn keepers are insisting that you be their guests for two nights or else go back to mother. This is the

GLENDALE BILLS 4TH GYMKHANA

GLENDALE, Oct. 29 — Gymkhana fanatics figure to have their usual field day in the 4th annual Glendale event sponsored by this city's Junior Chamber of Commerce Sunday, Nov. 3.

Cooperating is the Mercedes-Benz Owners' Club. Site is Librascope's parking lot, 808 Western Ave., at 10 a.m. Loads of trophies are at stake. Contact the Glendale Jaycees, 110 W. Lexington, for more info and entries.

same deal as heretofore but keep a stiff upper lip, old chap, and bear up. We don't think that Salinas has heard the news and may be reasonable to deal with. Remember it is all in the interest of the sport and we can go back to ham hocks and cabbage for a week or two. Remember, all sports car folks are loaded and prime to be plucked.

Well Gus, if you can close that deal before Pebble, it is o.k. because you'll need the dough. Otherwise leave it ride until the following week at Riverside when George Cary may feel flush and take it off your hands.

With best regards,
tom wilson.

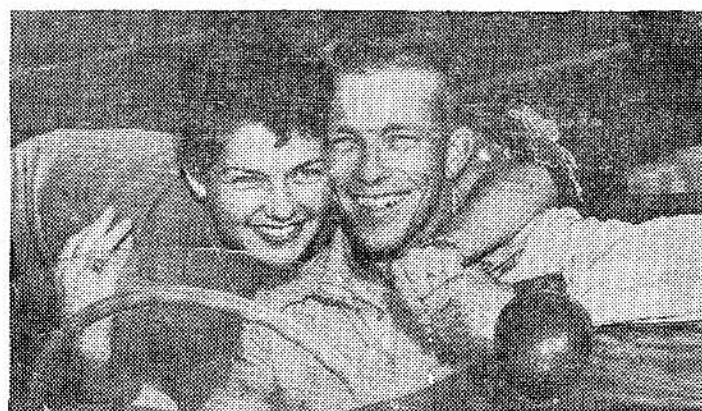
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POPULAR DUO—At San Diego races Oct. 19-20, friends learned of the engagement of "Jackie" Holter, Culver City, to Richie Ginther, Santa Monica, well-known Ferrari pilot. He drives John Edgar's 4.9-liter Ferrari in Palm Springs SCCA National races this week-end.

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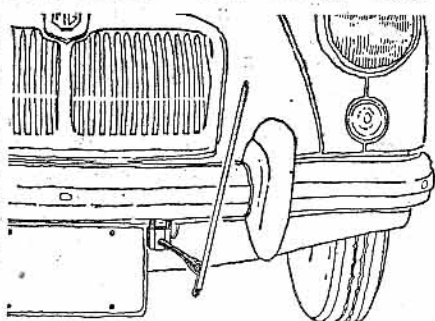
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1000-MILE U.S. RALLYE A HIT

(Continued from Page 2)

stretch was run, as always, at night after a strenuous day-long drive on slippery roads. The checkpoint was south of the Straits, so the ferry schedule for once didn't play a part in the scoring of the rallye.

We were on our own crossing the Straits that night, so we relaxed, compared calculated times with our competitors, and watched the Aurora Borealis lighting up the northern sky. We spent the night, the remaining four hours of it, in the town of Brevort on the Michigan upper peninsula, and before daylight we were off again on the fourth leg of the endurance run.

About noon Sunday we arrived at the "Road America" course after a sneaky checkpoint just north of Elk-hart Lake, Wis. We were to drive a "Regularity Run" at 41.4mph around a slightly modified course. Even the class F production cars turn the course at 65 or 70mph in competition, so we thought holding the car right on the average speed would be a snap. A glance at the modifications made it apparent to us that maintaining the average speed wouldn't be this easy.

TRICKY DEAL
The first modification to the course consisted of a hay bale "garage" placed near the pagoda on the main straightaway. We were required to back into this extremely narrow garage and touch but not overturn a pylon placed at the back of it. Farther around the course another straightaway was chicaned to make the speed a little more interesting. Under these conditions the run around "Road America" was a "busy" and most enjoyable drive.

FEW SPEED CHANGES
The rallye continued south through Milwaukee where a slight error in the route instructions lost most of the non-Chicagoans at least momentarily. We were not the only one required to

make up 25 minutes during the last hour of the rallye. Under these conditions and with a given average speed of 41.33mph, one soon finds the absolute maximum speed of his little vehicle. I didn't have tire expansion charts along to correct my indicated distance, so, since I rallye with expandable tires, I may have been a few seconds early at the final checkpoint in Waukegan, Ill.

Looking at the rallye from a West Coast ralliest's point of view: speed changes were few—only 6 changes of average speed during the rallye; rallye was laid out with a fifth wheel; timing was to the nearest minute but a WWV tuned radio was emitting beeps at each of the well-manned and orderly checkpoints; no coffee breaks, no lunch breaks, during some legs we knew the approximate location of checkpoints so we could make up enough time to stop for gas or other necessities; at checkpoints time-in and time-out was the same; the average speeds—hairy, considering road conditions over nearly the entire route; it reminded me of this year's "Primero del Ano Rallye," and "Spring Rallye" (only wet and slick) and "Rallye de No-Snailo" laid end to end two days in a row. It was not a "navigational rallye"—it was not meant to be—it was a SPORTS CAR RALLYE and it was terrific.

Results: Special award—John De-genford, Chicago, who drove a BMW Isetta (he was last year's winner in a different car); Sportsmanship award—Bo Clauseen, Chicago, his 300 SL was providing power for the Isetta at the time of the Victory banquet Sunday night; Over-all winner—Richard Beverly, Dundee, Ill., Corvette. Over 1300cc—1st, R. W. Smith, Quaker-town, Pa., Porsche; 2nd, B. Young, Winnetka, Ill., Jaguar; 3rd, S. D. Harvey, Dearborn, Mich., Porsche. Under 1300cc—1st, G. D. Eache, Lansing, Mich., V.W.; 2nd, F. Phillips, Aurora, Mo., V.W. Ghia; 3rd, A. F. von Wening, Milwaukee, Wis., Alfa.

Van Titchelt Economy Victor

Bill Van Titchelt, cruising at an average 42mph, won the Renault Owners' Club Economy Run to the Sun by turning in a miserly average consumption of 69.04 mpg, Oct. 27.

John Becker was second with 63.93mpg, lucking out over Irv Rosen, who had the same, on a ton-miles-per-gallon basis. All three drove Dauphines in the West Covina-to-Palm Springs trek. Jim Johnson's 59.52 was tops for 4CVs during the \$6.30-miler. The 35 entrants averaged 40mph, all finishing to enjoy a grand day at the Ranch Club.

Lullaby of Frogland:

Minicars Dominate Show

BY HENRY N. MANNEY III
MOTORACING Staff Correspondent

PARIS—This year's Salon d'Automobile in the Grand Palais at Paris was pretty much the same as those in recent years, to wit—minicars of various varie-



ties dominated the scene and the purses of the French visitors to the expense of the flamboyant Delahayes, Delages and Talbots of former times. There were Henry Manney III also many medium-sized sedans shown by manufacturers of the neighboring countries in spite of the crippling tax levelled by the French on imports. Out of the purchasing power of most, though, were the displays of GM, Chrysler, Ford, Packard, Rolls-Royce, BMW, Mercedes and Facel-Vega, although the latter, being made in France, does not carry as high a price tag in proportion as it might.

Leading the department of automotive lice in interest was the new Vespa minicar, made by the Italian scooter people, which has a two-cylinder two-stroke living in back and is to be assembled in France to tap the waiting market there. Also present were the 500 Fiat, the new Bianchina (variation on same), the NSU Prince (with cycle mill), the 600 BMU (ditto), the Gogomobiles big and small, a new version of the Isetta, and, as the barker at the girlie show says, many many others.

Most of these varmint run somewhere around \$700-\$800 on tourist plates in Paris and for that crowded town are the only thing. They are an awful nuisance on the open road, along with their full-size but under-powered brother the 2 cv Citroen, but for many people they are the means of taking a step up from the scooter and thus staying dry in the winter.

MORE TRUNK SPACE

About the only news in the middle-sized cars was that the Fiat people stretched out the back end on their 1100, thus making more trunk room, and changed the bodywork to provide more glass area and bored out the engine to 1200cc to provide a new prestige model called the "Grande Vue." The Vauxhall company, Stovebolt's subsidiary in Merrie Old, trotted out a new (to the French) sedan which looked even more bechromed than our own.

Simca produced a couple of fresh variations on their V8-60 Versailles which, according to results, go pretty good but don't stop as well as they might, and DKW came up with the Auto Union 1000, a very pretty four-seater which beats the normal DKW nine ways from Sunday for looks. Generally, manufacturers contented themselves with detail modifications so they would have SOMETHING to talk about when presenting the same old junk from last year.

Big cars were mostly American; main interest in that line being divided between dream car Oldsmobile Golden Rocket and nightmare ditto Edsel. Most of the others were commented upon adversely by the style-con-

scious French for their tasteless wads of chromium and gigantic size, sole exception being the Packard-out-of-Golden-Hawk-out-of-Farina coupe which was pretty in spite of a little too much zeal in the trim department.

DOWAGERS HAPPY

Rolls-Royce finally broke down under the cries of millions of anguished dowagers and built a four-door version of the Bentley Continental; Facel-Vega, France's Chrysler-powered luxury car, followed suit. For those who want to be jazzy on a budget, Austin offered a monster limo practically indistinguishable from a RR at close range and finished just as well, it seemed to me.

Sports cars? Lemme see now. For domestic reasons I am going to have to unload my Veloce, so I spent my whole time crawling in and out of back seats to allegedly family sports cars. I bear a still-bleeding wound on my

shin from the new Porsche Hard-top, the 2.2 liter Bristol with Beutler body was lovely but too dear, the Auto Union (see above) won't be out for six months, Triumph, AH and Jag you know about, Lancia and Alfa SS too much money, DB and Renault Alpine interesting but sort of expensive for what you get, ditto Karmann-Ghia (although their KG convertible is interesting), and Ferrari won't build me a station wagon at my price.

Only bright spots were the new Alfa TI (four-door Giulietta with Sprint engine, etc.) and a new English GT called the Peerless. Built mostly out of Triumph components, but with a De Dion back end, it is a full four-seater coupe rather like a lengthened AC in appearance and if the standard of finish inside improves and the cost can be kept down, should be just what many doctors have ordered.

Special bodywork, heretofore the specialty of the Paris show, has been (Continued on Page 10, Col. 3)



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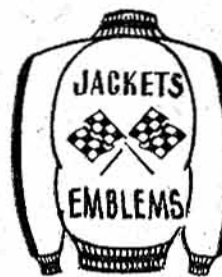
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European Scene

By W. Robert Nitske

FREE PISTON ENGINE SEEMS POWER UNIT OF FUTURE

PERHAPS THE most promising of the newer engine type developments, and generally conceded to be considerably more promising than the much-publicized turbine, is the so-called free piston engine, now undergoing tests preparatory to adaptation to the relatively small units for passenger car propulsion.

It is well to remember that most engines, like that of Rudolf Diesel were, for the first 35 years of their existence, huge power units.

The free piston engine is really no free piston affair at all, for the two pistons working opposite to each other, are of course, well guided in their prescribed cycle, but there are no connecting rods or crankshaft.

The pistons have been likened to mushrooms, their stems facing each other. Initially forced against each other by a compressed air starter, fuel is injected into the super-heated air space between them. Combustion drives the pistons apart and bounces the wider outer ends against a cushion of trapped air at each extreme end, thus forcing them to begin another cycle of operation.

SUPPLY CLEAR AIR

These outer ends of the pistons also force compressed air into the chamber around the cylinder on the inward stroke, scavenging the gases and supplying clear air for the next combustion.

The hot exhaust gas and scavenging air flows through a surge tank which evens the pulsations of the engine, to spin smoothly a power turbine that drives the wheels. The temperature of about 950 degrees at the turbine blade allows for use of ordinary stainless steel compared to the expensive alloy required by gas turbines because of their excessive heat.

The cylinder has an air intake valve on each side and an air delivery valve to allow for the air to enter the compressed air chamber. One fuel

injector mechanism is provided.

Fuel consumption is already at present similar to that of Diesel engines. The weight is now almost equal to conventional power units and there is absolutely no vibration. By using lighter pistons, engine speed can easily be increased and horsepower output stepped up tremendously.

BETTER ACCELERATION

Unlike on a gas turbine powered vehicle, release of the gas pressure pedal creates a partial vacuum at the turbine and produces a fast braking effect. Acceleration is said to be faster than that of a gasoline engine. Torque actually increases as the engine slows down.

And maintenance should be appreciably less than on conventional engines because of the simplicity of construction of the free piston type.

Fuel is no problem, for the engine will utilize high octane gasoline, kerosene, shale oil, butane gas, or vegetable oil.

Ford has its own version, the Typhoon, operating in a tractor. General Motors had an installation in a passenger car which traveled some 30,000 miles, testing. But the larger units have already proven themselves.

RENAULT ENGINE

A 6,000hp unit has recently been installed in a Liberty ship. The French Railways use a locomotive, similarly powered by a Renault-built engine, on their Paris-Cambrai run. Since 1952 it has covered over 60,000 miles.

Pioneered by the Spanish Marquis Pateras Pescara to drive his helicopter in 1923, and built in large numbers by the German firm Junkers for submarines in the second World War, about a hundred free piston engines are at present in use in Europe, running efficiently and most economically.

If and when they will appear in passenger automobiles is difficult to guess, but the free piston engine certainly seems the power unit of the future.

Parts Cache Told

Bob Plass of the Melrose Garage urges MGTC owners to check with him before playing Russian roulette simply because they can't find certain parts.

"Man, I'm loaded with bodies, fenders, frames and other goodies," Plass reported unashamedly.

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3—Grand Prix of Venezuela, Caracas.
3—Glendale Jr. C of C & Mercedes-Benz Owner's Club, Gymkhana, Librascope parking lot, 808 Western Ave., Glendale, 10 a.m.
9-10—San Francisco Reg. SCCA National Road Races, Laguna Seca (Ft. Ord).
9-10—Pebble Beach—8th annual Concours d'Elegance, Del Monte Lodge, 11-5 p.m.
14-25—35th Annual Los Angeles International Auto Show, Pan Pacific Auditorium.
15-17—Macao Grand Prix.
16-17—Los Angeles Reg. National SCCA Road Races, Riverside International Motor Raceway.
22-24—Cavalade of Cars and Le Cercle Concours d'Elegance, St. Joseph Hospital, Burbank.
30-Dec. 1—CSCC Road Races, Paramount Ranch.
29-Dec. 8—San Francisco, 32nd Annual International Auto Show, Cow Palace.
30—San Francisco, 1st annual Concours d'Elegance, front of Cow Palace 10 a.m.-5 p.m.
DECEMBER
1—USAC National 250-mile stock car race, "Sam Hanks Day," Riverside International Motor Raceway.
1-9—Bahamas Speed Week, Nassau.
9-10—Pebble Beach Sports Car Club Rallye to Pebble Beach Road Races.
10—Trailblazers—"Hare Scrambles," Rosamond, 10 a.m.
10—Austin-Healey Owners' Club Rallye Shish-Kabob, "Hody's Drive-In, Sepulveda & Ventura, 10:30 a.m.

Paris Auto Show

Continued from Page 9)

confined nowadays to variations on a theme by Renault, numerous pretty little coupes and roadsters being produced to clothe the Dauphine and Fregate (which needs it). Also present were a couple of attractive little fiberglass bodies to drop on 2 CV Citroens and one not so attractive, sponsored by a textile manufacturer, which had a large splashy flowered print bonded right in to the material, presumably to match Modom's Dior sack. All very well, but if your wife is like my wife, there is going to have to be a fresh carrosserie for every change of costume.

Only resurgence of the grand manner was in Pichon-Parat's BMW coupe for Raymond Loewy; it may not have been prettier, which would be very hard to do, but it sure was interesting.

THEY LOOKED HORRID

While we are on the subject of bodywork, we might as well weep and wail about the way that the European subsidiaries of American companies apparently take styling directions from the Yewessey... some conceptions, which can almost be gotten away with on the vast expanse of the average American iron, look positively horrid when all crammed together on the smaller Continental body shell. Prime example is one of the Vauxhalls, which was busy enough already if a trifle nondescript, that had creases in the roof and an extra quarter window grafted onto it just because they sold so well on the Olds.

The result looks like a honked-up last minute job which, of course, it is. However, some of the independents seem to feel that they have to follow suit; the Isotta bubble-car, which the French refer to as "the pot of yoghurt," has just come on with an overhanging rear roof.

Just as a bedtime story, I must report that the very neat Talbot coupes, formerly inhabited by a beefy six with the world's biggest main bearings, now own up to a German V8 BMW for motive power. A few years ago this would have been as unthinkable to the average can-can connoisseur as the thought of Oyster Eyes Speidel becoming head heel clicker of all our armies here. Guess the war is really over.

Person-to-Person Want Ads are highlighted during MOTORACING's "Carnival of Want Ads." Turn to the Classified Section on the inside back page for details.

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PALM SPRINGS SOCIAL SCHEDULE

2ND NATIONAL PALM SPRINGS RACES

Friday, Nov. 1—No host cocktail party, Desert Inn, 7 to 9 p.m.
Saturday, Nov. 2—Special attraction at the course, 1 to 4 p.m.; Concours d'Elegance, exhibition of 40 top Concours cars of 1957—reserved area north of start and finish line; Cocktails, Desert Inn, 6:30 to 8 p.m.; Dinner, New Fountain Room, Desert Inn, 8 to 10 p.m. (\$4.00 per person (inc. cover charge), \$1.50 cover charge), fashion show by Matthews of Beverly Hills and Palm Springs at 8:30 p.m., dancing and entertainment by Wally Ferner and his Afro-Caribbean Group, 9 'til 2 a.m.

Sunday, Nov. 3—Chuck wagon breakfast, in the pits at the course, 7 to 10 a.m. (\$2 all you can eat!), served by Jack Boyer; Victory banquet, Palm Springs Chi-Chi (\$3.50 incl. tax, tip and cover charge), dinner served 6:30 to 8:30 p.m., presentation of awards at 8:30 p.m.; floor show at 9 p.m., dancing until 2 a.m. follows the floor show.

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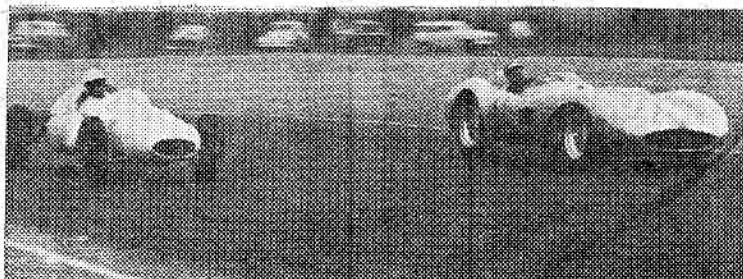
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—W. R. C. Shedenhelm
DURING SATURDAY races at San Diego, Chuck Daigh drove Formula II Cooper-Climax just for the practice. While he could get through the corners much faster than John von Neumann, right, in the Testa Rossa, the Ferrari had a great deal more acceleration on the straights.

BRYANT KILLED IN STOCK CAR EVENT

CONCORD, N.C., Oct. 27—Earl Bryant, 31-year-old Richmond, Va., driver, was killed here today while competing in a modified stock car championship race.

The mishap occurred on the eighth lap as Bryant was running seventh, his mount leaving the track and hurtling a 15-ft. embankment before hitting a tree.

RIVERSIDE DRAG CUPS TO CORVETTE

RIVERSIDE, Oct. 27—Chevrolet's Corvettes have racked up the fastest sports car drag clockings the past two weeks here on the Riverside International Motor Raceway's half-mile strip, today's topper being 112.35mph by Sims and McEwn of Long Beach for Class A laurels.

Orval Allen, Monrovia, trophied in Class C with a Corvette at 111.24, while Johnny Peters' Porsche nailed D at 97.19. The day's top eliminator and best elapsed timer was Husting and Adams' fuel injected Chrysler dragster—155.17, 18.28sec.

On Sunday, Oct. 20, George Hanson, Whittier, Corvetted to first in A at 122.61. Hayden Proffitt, Costa Mesa, hit 121.13 for C honors and "Racer" Brown's Porsche Carrera timed 95.33 in D. Husting and Adams' Chrysler had day's top time of 157.89 and best elapsed of 17.75.

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S.F. DATES BARED

SAN FRANCISCO, Oct. 29—SCCA's San Francisco Region has announced a tentative slate of eight events for 1958, dates and locations as follows:

Mar. 22-23, Stockton; Apr. 19-

20, Pebble Beach; May 24-25, Santa Rosa; June 21-22, site undetermined; Aug. 9-10, site undetermined; Aug. 31-Sept. 1, Arcata; Oct. 11-12, Sacramento; Nov. 8-9, Pebble Beach.

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